

CHAPTER V

CONCLUSION

This Chapter is the last part of the research conducted by the author on Indonesia's Respond Towards China's Belt and Road Initiative. In this chapter the author summarizes briefly the background of Indonesia-China relations, Jokowi's foreign policy of Global Maritime Fulcrum related to the Belt and Road Initiative, how the success of Jokowi utilizes the opportunity towards China's Silk Maritime Road and the last is how geopolitics influences the Jokowi Foreign Policy towards China's Belt and Road Initiative.

Indonesia-China relations is a dynamic relation since the first Independence Day of Indonesia in the era of Soekarno, China ever become the closest friend of Indonesia at that time, but then in 1961 China and Indonesia decided to freeze the diplomatic relation between two States until 1989 Indonesia and China rebuild the relations in the era of Soeharto, until today in the era of Jokowi, China and Indonesia has strong relations with the China ambition to become the Asian Pioneer and become the powerful country in this century with the huge foreign policy within connecting countries in the continent within Europe, Asia and Africa. The huge foreign policy made by China make Indonesia interest on joining the Belt and Road Initiative. As we already know in 2014 Jokowi's campaign, he delivers the dream to become Global maritime Fulcrum with all of the geographic potential that Indonesia has.

Jokowi's Global Maritime Fulcrum and China's Silk Maritime Road has the strong connectivity as both of policies have the same goal in maximizing the maritime resources owned by both States. In this policy both States have the mutualism relations within China with the Silk maritime road trying to connect and open the trade way through the Asian countries. Indonesia has the strategic position in this policy by becoming the one of the silk roads and will become the main

lane in this huge foreign policy. Jokowi respond it as the opportunity to realize his policy which makes Indonesia as a Global Maritime Fulcrum.

Indonesia-China cooperation in Belt and Road Initiative makes huge changes for Indonesia as what already stated by Joko Widodo that Indonesia in the next 5 years will become the “era of infrastructure development”. With the big project made by Jokowi in Indonesia it can be proven with the project of infrastructure development all over Indonesia from the west of Indonesia until the eastern of Indonesia. The LRT project as the one of results from Indonesia and China cooperation within China investment into this Project. The other project is the Sea tolls in some harbors in Indonesia within those Sea tolls will used for connecting Indonesia and of course China and other States around the world as the one of the programs to realize the Global Maritime Fulcrum.

The factors that made Indonesia involved directly in China’s Belt and Road Initiative were because of the opportunity to utilize the geography connectivity between Indonesia and China, as we already know and its already mentioned by the writer that both of policies has similarities. It is crucial to harmonize the legal instruments of both Indonesia and China before moving forward with the implementation of joint projects and activities. Furthermore, there is an urgent need, after the internal Indonesian government consolidation to operationalize GMF, to discuss the corridors where in the Maritime Silk Road can be implemented in such a way as to bring common benefits for all, while at the same time respecting Indonesian Sovereignty.

In strategic context global maritime fulcrum is the way Indonesia encounter the dynamic and balance of power in the region. The sea highway is a supporting element of that strategy that supposed to be domestically oriented before it could be used to support capability of Indonesia under such turbulent

region. Notwithstanding the domestic and economic focus of the sea highway has been proven it could create a problem that shows how international and domestic problem since it was due to lack of coordination among national actors that become the main obstacle to implementation of MP3EI. Jokowi leadership and his idiosyncratic of do-able mentality recently have become the engine to solve the chronic problem. Nevertheless, Jokowi leadership seems to focus on pragmatic and piecemeal approach and pay less attention to the intermestic aspect of the sea highway project, and Global Maritime Fulcrum in general.

An increasing of China's participation in the infrastructure project in Indonesia initially was a modest international partnership as commonly among nation. The strategic partnership between two countries was a solid foundation for the two countries to develop more substantial cooperation. Built upon several mutually agreed basic norms such as Bandung Spirits and focus on infrastructure and connectivity, Indonesia and China have been perceived quickly moves to be a more comprehensive partnership. The two countries have common interest, yet they also have so many differences and problem between them. There was deficit of trust from Indonesian people towards the way Chinese companies operate in Indonesia, and certain problem related to p-to-p that comes out after increasing connectivity between two countries. Capability gap between Indonesia and China has made a number Indonesian decision maker, and scholars look cautiously on growing relations, especially on the so-called similarities of 21st Maritime Silk Road and Global Maritime Fulcrum. There is a concern of Indonesia's maritime project become superimposed by China's maritime because of China has a better position to driven and put Indonesia's maritime project as merely complement. At the possible scenario, Indonesia could play a more strategic role in the idea of connectivity, whether it comes from China, ASEAN, or other players in the region. The idea connectivity should be welcome

as long as it could serve for the betterment of people and keeping ASEAN at the center of regional architecture and the dynamic equilibrium remains stable.

In this research is not the perfect research written by the writer, because of the limitation of the research time and in this research the writer only focused on how Jokowi utilizes the geographic connectivity towards China's Silk Maritime Road, this research explains a little about the belt connectivity with China and more focused on the maritime connectivity as the study case. Hopefully the coming research can explore more towards this issue especially on how significantly this project made an impact for Indonesia besides the geographic connectivity is this policy really help Indonesia in the past 5 years since Jokowi become President of Indonesia.