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Lampiran 2 Lembar Pernyataan Literatur Review

LEMBAR PERNYATAAN LITERATUR REVIEW

Yang bertanda tangan dibawah ini:

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Judul Penelitian : Kebijakan *One Belt One Road* (OBOR) Sebagai Upaya Hegemoni Regional China di Kawasan Asia Tenggara

Dengan ini peneliti menyatakan bahwa dalam laporan peneliti ini menggunakan literatur review (kajian pustaka) dan tidak terdapat karya yang pernah diajukan untuk penelitian lain atau untuk memperoleh gelar kesarjanaan pada perguruan tinggi lain, dan sepanjang pengetahuan peneliti juga tidak terdapat karya orang lain atau pendapat yang pernah ditulis atau diterbitkan oleh orang lain, kecuali yang secara tertulis diacu dalam naskah ini dan disebutkan dalam daftar pustaka.

Peneliti,



Agus Sri Wahyuni

China's Belt and Road Initiative and Its Implications for Southeast Asia

Hong Yu

During state visits to Kazakhstan and Indonesia in 2013, Xi Jinping announced the land-based Silk Road Economic Belt and the sea-based 21st Century Maritime Silk Road, respectively. Shortly after that, these two initiatives were combined to form one unified concept, known as the Belt and Road Initiative (BRI). This grand initiative, comprising various routes by sea and land, is intended to connect China with Southeast and South Asia, Central Asia, Pacific Oceania, Africa, and Europe. BRI is centered on both soft and hard infrastructure connectivity, aiming to forge an integrated and extensive network of regional infrastructure with China at its hub.

BRI has gradually emerged as a top Chinese national strategy. Given China's emergence as a global power through industrial redeployment and outward investment, this initiative could reshape the geopolitical and geoeconomic landscape of Asia and beyond. BRI signals a shift in China's foreign policy and a departure from its long-held low-profile approach. Since Xi came to power in 2012, the Chinese government has adopted a far more proactive foreign policy stance, driven by global thinking.¹ BRI serves as the key driver to advance China's interests overseas and demonstrates China's growing confidence and aspirations to be a rule-shaper in the economic governance of the region and beyond. Meanwhile, the demise of the Trans-Pacific Partnership (TPP), following the withdrawal of the United States, offers China further leeway to promote its New Silk Road agenda. The TPP's failure will increase the international momentum behind BRI to accelerate regional economic cooperation and integration through forging infrastructure, trade, and investment linkages.

For the Southeast Asian countries, regional economic integration plays a very important role in mitigating external uncertainties and global economic vulnerabilities. The collapse of the TPP hit certain participating countries within Southeast Asia very hard, particularly Singapore. Being a tiny nation without an economic hinterland, Singapore has developed as the

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¹ Hong Yu, "Motivation behind China's 'One Belt, One Road' Initiatives and Establishment of the Asian Infrastructure Investment Bank," *Journal of Contemporary China* 26, no. 105 (2017): 353–68.

What do China and the BRI Mean to ASEAN Economies?

ALEXANDRA ZOLTAI & PÉTER KLEMENSITS

Abstract: China's Belt and Road project, announced in 2013, has had a major impact on the world, and the ASEAN countries are, of course, not an exception. However, there is no consensus among the Member States on how to manage China, and therefore the response to the BRI was not uniform, either. Some countries regard the project as a threat, others as an opportunity, but they agree that dependency on China should be kept to a minimum. However, what role this effort plays in the Belt and Road project and how feasible it is, is a major question.

The study assumed that after 2013 (inter alia thanks to the BRI), ASEAN–China relations have substantially improved and economic cooperation has been strengthened. To demonstrate this, by using economic indicators, we sought to create a benchmark by which to compare the impact of China on the economies of ASEAN countries. The results show which country is economically most dependant on China and whether each country's related political narrative corresponds to the change of the economic data.

Keywords: ASEAN, China, economy, Belt and Road

Introduction

The purpose of this study was to present the relationship between the People's Republic of China (China) and the Association of Southeast Asian Nations (ASEAN) countries in the light of the Chinese Belt and Road Initiative (BRI). According to our hypothesis, the Chinese project has had a major impact on the economies of the ASEAN countries, which has also increased their economic dependence on China. In order to demonstrate this, we examined the economic relations of these countries in the year (2012) before the BRI announcement (2013), taking into account their external trade balance and FDI, and looked at the same economic indicators on the basis of the 2018 figures, which allowed us to reject or confirm the hypothesis¹. Due to the elusiveness of the BRI, it is very difficult to measure the impact and dependence on individual countries. Moreover, the issue of ASEAN Member States' indebtedness to China should also be examined, but China does not issue data on this,² so we do not have adequate sources. Due to the limited scope of this study, we only covered the relationship and economic interconnectedness of China and ASEAN countries, and only touched upon the political and economic relations with the United States of America and other major countries in the region, such as Japan, which also play a significant role. It is clear that a number of other

Between Fear and Hope: Belt and Road Initiative in Southeast Asia

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Abstract

This paper aims to describe the reason of China to change its governance of investment mainly the Belt and Road Initiative (BRI) in Southeast Asia. Although many countries in this region need huge investment to improve and build their infrastructure as well as infrastructure's connectivity between countries, there is some fear involving China's investment in the past. These are unintended consequences of China's investment on environmental, social, and debt-trap in certain poor countries. Nevertheless, there is still hope for better Chinese investment such as consideration of local people's aspirations and more transparency. At the regional level, the BRI can synergize with local connectivity initiatives, such as the Master Plan on ASEAN Connectivity (MPAC) and Indonesia's Global Maritime Fulcrum, and encourage the

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The Belt & Road Initiative and China's influence in Southeast Asia

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ABSTRACT

The Belt and Road Initiative (BRI), since its inception in late 2013, has drawn tremendous global attention. The views of political leaders, business people, the media, and analysts on the prospect of the BRI are ostensibly polarized. One group asserts that the BRI will dramatically increase Beijing's global influence, particularly in China's neighborhood. Another group surmises that the BRI is expected to fail because of insurmountable challenges and is expected to fail. This article joins the debate by exploring the impact of the BRI on Southeast Asia's regional order. The author holds a middle-ground position and argues that the actual impact of the BRI should neither be easily dismissed nor overestimated. More likely, through the BRI, China's influence in Southeast Asia will increase but not to the extent of forging a Sinocentric order in the region. This can be explained by three major factors: (a) the responses of Association of Southeast Asian Nations (ASEAN) and its member states toward the BRI, (b) the effects of alternative infrastructure initiatives proposed by other major powers in Southeast Asia, and (c) China's questionable ability to deliver its BRI promises.

KEYWORDS Belt and Road Initiative; Southeast Asia; China–ASEAN relations

Introduction

China's foreign policy has been significantly modified after President Xi Jinping took over political leadership in 2012. In subsequent years, Beijing took a harder stance on territorial and maritime disputes with its neighboring states. It staged a more active posture toward global governance, championed some apparently ambitious policy slogans (such as 'a new type of international relations' and 'a community of common destiny'), and defended globalization and free trade. All these foreign policy changes are indications of China's increasing interest in becoming a leading global power. While sceptics may argue that many Chinese policy

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The Belt and Road Initiative as a New China's Foreign Economic Policy towards the ASEAN Countries

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Maxim Vasilyevich Chernyaev¹, Elena Aleksandrovna Egorycheva²,
Anna Vadimovna Korenevskaya³, Antonina Vasil'evna Sharkova⁴

Abstract:

Purpose: The article deals with an ambitious transport and economic project "the Belt and Road Initiative" (BRI), also known as "One Belt One Road" or "New Silk Road". It entails achievement of economic prosperity by the countries along the Silk Road, their sustainable economic development and strengthening the cooperation between the regions.

Design/Methodology/Approach: The subject of this research allows for using a combination of various methods and approaches, such as comparative method, statistical, systematic approach, structural and dynamic analysis, which form the methodological basis of the research. Content analysis and synthesis methods were applied to identify the ideological content and essence of the Chinese BRI towards the ASEAN countries.

Findings: The authors have identified that the ASEAN countries are involved in the BRI due to development of China Indochina Peninsula Economic Corridor (CICPEC) and the 21st Century Maritime Silk Road. Strategic areas, such as sustainable infrastructure, digital innovation, seamless logistics, and people mobility have been investigated to build up a regional network of people and infrastructure. The authors have come to the conclusion, that CICPEC has a great impulse to launch a new era of China-ASEAN cooperation.

Practical implications: On the basis of the analysis of the China – ASEAN cooperation, the authors have pointed out the most prospective spheres for further strengthening their links. Besides, the authors have evaluated the potential risks for both sides.

Originality/Value: The analysis of evolution of the China-ASEAN relations provides the understanding of China's interests in the ASEAN partnership.

Keywords: China, belt and road Initiative, CICPEC, ASEAN, free trade zone, trade.

Paper Type: Research article.

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KEBIJAKAN THE NEW SILK ROAD CINA DI BAWAH PEMERINTAHAN XI JINPING

Ni Putu Saraswati Puspita Dewi dan Hikmatul Akbar¹

ABSTRACT

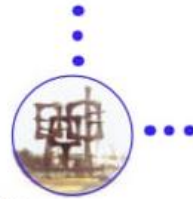
Silk Road is an ancient trade route that connecting China and countries along Asia and Europe. China under President Xi Jinping wants to rebuild the ancient silk road by building various infrastructure such as highways, railways, ports, and gas pipelines. The development of this infrastructure aims to increase connection of Asian, European and African countries. "The New Silk Road: One Belt One Road" is the name of policy on rebuilding this road. In realizing this policy, China does many cooperations with various countries in the region and invests huge funds for several major projects. Beyond that, China has various interests in construction of The New Silk Road which will be profitable for China both in economic and politics.

Keywords: *Silk Road, China, The New Silk Road, National Interest.*

ABSTRAK

Jalur Sutra merupakan jalur perdagangan kuno yang menghubungkan Cina dan negara-negara yang ada di Asia dan Eropa. Cina di bawah pemerintahan Presiden Xi Jinping ingin membangun kembali jalur sutra baru membangun berbagai infrastruktur seperti jalan raya, jalur kereta api, pelabuhan, dan pipa gas. Pembangunan infrastruktur ini bertujuan untuk meningkatkan konektivitas negara-negara Asia, Eropa, dan Afrika. "The New Silk Road: One Belt One Road" merupakan sebutan dari kebijakan dalam pembangunan kembali jalur ini. Cina dalam merealisasikan kebijakan ini melakukan banyak sekali kerjasama-kerjasama dengan berbagai negara di wilayah tersebut dan menginvestasikan banyak dana untuk

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PROSPEK JALAN SUTRA MODERN BAGI PEREKONOMIAN INDONESIA

Rafika Sari*)

Abstrak

Indonesia menghadiri KTT One Belt One Road (OBOR) pada tanggal 14-15 Mei 2017 di China. Selain sejalan dengan pembangunan poros maritim, dukungan lebih dari 60 negara yang mewakili 60% populasi dunia dan sekitar sepertiga Produk Domestik Bruto (PDB) dunia menjadikan pertemuan KTT ini strategis bagi Indonesia. Untuk itu, Indonesia memanfaatkan peluang kebangkitan jalan sutra modern dengan mempertimbangkan prospek jalur ini bagi Indonesia dilihat dari sektor perdagangan dan sektor investasi. Pembangunan infrastruktur melalui investasi ke Indonesia hanya akan memberikan peluang besar bagi negara lain apabila Pemerintah Indonesia tidak segera melakukan pembenahan terstruktur terhadap peningkatan daya saing produk unggulan dan potensial untuk menggenjot ekspor Indonesia. DPR RI dapat melakukan fungsi pengawasan yang diarahkan pada kebijakan pemerintah dalam peningkatan perdagangan ekspor terutama pembatasan kuota impor komoditas pangan serta peningkatan investasi melalui realisasi kerja sama Government to Government (G to G) dan Government to Business (G to B).

Pendahuluan

Konferensi Tingkat Tinggi (KTT) *One Belt One Road* (OBOR) yang dilaksanakan pada tanggal 14-15 Mei 2017 di Beijing, China, dihadiri oleh 29 kepala negara dari 50 negara, salah satunya Indonesia. Jalur sutra modern ini menghubungkan China dengan negara-negara di Afrika, Asia, dan Eropa melalui jalur darat dan laut. Program OBOR mendapat dukungan lebih dari 60 negara yang mewakili 60% populasi dunia dan sekitar sepertiga Produk Domestik Bruto (PDB) dunia, sehingga pertemuan ini

dinilai strategis bagi Indonesia. Selain itu, program OBOR sejalan dengan program Pemerintah Indonesia dalam pembangunan poros maritim dunia dan konektivitas ASEAN. Tentunya, untuk melakukan pembenahan sektor maritim, Indonesia memerlukan investasi yang cukup besar.

Dengan kebangkitan jalan sutra modern, yang menjadi pertanyaan kemudian adalah bagaimana prospek jalur sutra bagi Indonesia baik dilihat pada sektor perdagangan ekspor

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China's "Asia Dream": The Belt Road Initiative and the new regional order

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Abstract

Since Xi Jinping became leader in 2012, he has redirected Chinese foreign policy. This article examines the role of peripheral diplomacy in Xi's emerging grand strategy. While it is popular to look to theories of the international system – offensive realism and liberal institutionalism – to explore this issue, this article follows constructivism to take seriously the role of ideas and domestic politics in foreign policy-making. Through an analysis of official and unofficial sources, it traces linkages between ideas, institutions, and behavior in Chinese foreign policy. In particular, it argues that Beijing is combining new ideas (China Dream, Asia Dream), new policies (comprehensive diplomacy and security), new institutions (AIIB) and new projects (BRI) to build what Xi calls the 'community of shared destiny.' The goal is to weave neighboring countries into a Sino-centric network of economic, political, cultural, and security relations. Beijing's grand strategy thus is to re-constitute the regional order – and eventually global order – with new governance ideas, norms, and rules. Hence while the Asian region is an important focus of Chinese foreign policy, Beijing's peripheral diplomacy is about more than win-win cooperation in the neighborhood. It also acts as the means to the much larger end of promoting China's new vision of global governance. Theoretically, the article shows how 'connectivity' is more than an issue of the 'hardware' of physical infrastructure; it is also a 'software' issue of the connectivity of ideas, institutions, and behavior in diplomacy itself.

Keywords

Chinese foreign policy, order, peripheral diplomacy, security

Beijing's new 'peripheral diplomacy' (*zhoubian waijiao*) has been the focus of much debate both inside and outside the People's Republic of China (PRC) since 2013. Some argue that this trend signifies a shift in Chinese foreign policy towards its immediate neighbors in Asia (and away from

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Southeast Asia: A political and economic introduction

RESEARCH PAPER 11/78 14 December 2011

Southeast Asia's growing importance to the rest of the world, including the UK, is widely acknowledged today. It is China's 'backyard' and could be the site of competition between it and the US (not to mention India and Japan). There are a number of long-running territorial disputes between China and the member states of the Association of Southeast Asian Nations that could draw the US in. The region is also globally significant in terms of climate change and biodiversity. Southeast Asia's overall openness to trade and investment makes its role in the world economy an important one. This openness, along with the growth of consumption amongst its new middle class, has created markets for Western exports, making Southeast Asia a key region for the UK Government's strategy for export-led recovery.

This paper provides a broad introduction to Southeast Asia. It offers key facts and figures about the region, followed by country studies of Indonesia, Malaysia, the Philippines, Singapore, Thailand and Vietnam. It then looks more analytically at two key issues for the region: democratisation and Islamist terrorism. It ends with a select bibliography.

This paper should be read in conjunction with *Military balance in Southeast Asia* (RP 11/79, 14 December 2011), which undertakes an in-depth study of military and security issues across the region.

Jon Lunn
Gavin Thompson

Kebijakan *Belt and Road Initiative (BRI)* Tiongkok pada Masa Pemerintahan Xi Jinping

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ABSTRACT

Belt and Road Initiative (BRI) is one of the ambitious economic policies issued during the reign of China Xi Jinping. BRI includes two aspects: the Silk Road Economic Belt and the 21st Century Maritime Silk Road. BRI is a gigantic project as it covers 2/3 of the global population and 3/4 of energy sources. This article tries to answer questions about why China issuing BRI policy by using the perspective of neorealism as a theory of international relations that includes the concept of national interest, the balance of power and hegemonic stability. The findings in this paper is divided into three premises, namely (1) the interest of China to secure supply lines of energy to the Middle East and Central Asia through cooperation with the countries in South Asia, (2) the ambition of China to take over the leadership role in Asia through the seizure of the fast train project financing with Japan, (3) China sought to challenge US both in Security and Economic fields. This paper is then expected to be used as a comparative material for similar studies and become contributions to the parties concerned.

Keywords: *Belt and Road Initiative (BRI); China; National Interest; Leadership; Hegemony*

ABSTRAK

*Belt and Road Initiative (BRI) merupakan salah satu kebijakan ambisius yang dikeluarkan Tiongkok pada masa pemerintahan Xi Jinping. BRI mencakup dua aspek yaitu *the Silk Road Economic Belt* dan *the 21st Century Maritime Silk Road*. BRI merupakan proyek raksasa yang dikeluarkan Tiongkok pada masa pemerintahan Xi Jinping karena mencakup 2/3 populasi global dan 3/4 sumber energi. Tulisan ini berusaha menjawab pertanyaan tentang mengapa Tiongkok mengeluarkan kebijakan BRI dengan menggunakan perspektif neorealisme yang terdiri dari konsep kepentingan nasional, *balance of power*, dan *hegemonic stability*. Hasil temuan dalam tulisan ini terbagi ke dalam 3 alasan, yaitu (1) kepentingan Tiongkok untuk mengamankan jalur pasokan energi ke Timur Tengah dan Asia Tengah lewat kerjasama dengan negara-negara di Asia Selatan, (2) ambisi Tiongkok mengambil alih peran kepemimpinan di kawasan Asia lewat perebutan pembiayaan proyek kereta cepat dengan Jepang, (3) Tiongkok berusaha menantang hegemoni AS baik itu di bidang keamanan maupun ekonomi. Tulisan ini selanjutnya diharapkan dapat dijadikan sebagai bahan komparatif bagi penelitian sejenis dan menjadi sumbangan pemikiran bagi pihak-pihak yang berkepentingan.*

Kata Kunci: *Belt and Road Initiative (BRI); Tiongkok; Kepentingan Nasional; Kepemimpinan; Hegemoni*

Lampiran 4 Daftar Kegiatan Bimbingan Skripsi

DIISI OLEH PEMBIMBING I

Daftar Kegiatan Pembimbingan Skripsi Program Studi Hubungan Internasional FEBP – UMKT

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 Sebagai Upaya Regional China di Kawasan
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No	Kegiatan	Paraf
1	Pembahasan Topik Penelitian, identifikasi variabel analisis dan perumusan judul topik penelitian (20-01-2022)	
2	Identifikasi research gap dan rujukan literature review (31-01-2022)	
3	Penyusunan latar belakang penelitian, landasan teori dan konsep dan metodologi penelitian (03-02-2022)	
4	Review struktur BAB I dan peninjauan ulang fokus telaah analisis (15-02-2022)	
5	Review telaah analisis, operasionalisasi teori, research gap dalam lit. review, indentination, catatan kaki dan etika penulisan (01-03-2022)	
6	Review telaah analisis, operasionalisasi teori, research gap dalam lit. review (24-02-2022)	
7	Review telaah analisis, operasionalisasi teori, research gap dalam lit. review, indentination, catatan kaki dan etika penulisan (05-03-2022)	
8	Opener naskah konseptual (Bab III & IV)	
9	Revisi & Pendalaman Analisis Bab IV	
10	Peninjauan Ulang Akhir 28/06/22	
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Lampiran 5 Uji Plagiasi

Skripsi 1 : Kebijakan One Belt One Road (OBOR) Sebagai Upaya Hegemoni Regional China di Kawasan Asia

Tenggara

by Agus Sri Wahyuni

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Skripsi 1 : Kebijakan One Belt One Road (OBOR) Sebagai Upaya Hegemoni Regional China di Kawasan Asia Tenggara

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