

The Strategic Cooperation between Indonesia and Tiongkok under Jokowi's Foreign Policy towards Global Maritime Diplomacy

HARDI ALUNAZA SD¹, MOH SARIFUDIN², DINI SEPTYANA RAHAYU³

¹International Relations Tanjung Pura University Pontianak West Kalimantan Indonesia

²International Relations Airlangga University Surabaya Indonesia

³International Relations Airlangga University Surabaya Indonesia

hardialunaza@gmail (+62 852 5826 5825)

Abstract

The Global Maritime is a mechanism for a win-win solution towards achieving common stability, security, and prosperity while recognizing the economic diversity of Asia and countries from beyond the region in facing global challenges. This research is attempted to answer the question on how the cooperation between Indonesia and Tiongkok under Jokowi's foreign policy towards global maritime axis in strengthening public diplomacy in the Indo-Pacific region. The researcher took the specific interest on interdependence liberalism theory and Tiongkok new security concept to analyze the phenomena. Furthermore, this paper is using the descriptive method with a qualitative approach. The data collection technique is literature study consisting of books, journals, and including data from the reliable website and supporting the explanation of this paper. The results of this paper explained that Jokowi's maritime axis recognizes Indonesia's geopolitical position as an archipelagic state and puts emphasis on the maritime domain as a medium for Indonesia's foreign. Jokowi's foreign policy outlook emphasizes on Indonesia becoming a strong regional maritime power not only in strength but also in diplomacy.

Indonesia's ambition with its Global Maritime Fulcrum (GMF), and China with Maritime Silk Road (MSR) is a manifestation of the ambition of both countries to become the center and strength by utilizing the maritime territory. By strengthening domestic matters, Indonesia can show its identity as an archipelagic country with a good maritime culture and a strong maritime territory, which deserves to be called a global maritime axis. China is also in desperate need of Indonesia in strategic cooperation Maritime Silk Road it. Because, to strengthen its influence in ASEAN and realize its interests in MSR, Indonesia is a very important partner, given the influence and role of Indonesia in the region. In relation to China's Maritime Silk Road and Global Maritime Fulcrum Indonesia, the two countries agreed that both of them had the same and complementary interests. Between Indonesia and China, the two agreed to synergize the two projects so that mutual benefit to each other. Through MSR and GMF promoted by each country, China and Indonesia agree to strengthen policy strategies and communications, advanced connectivity of maritime infrastructure, deepen cooperation in industrial investment and construction of major projects, enhance maritime economic cooperation, maritime culture, maritime tourism, As well as to develop a joint Maritime. Moreover, the mutual relationship beneficial through interdependence between Indonesian-China is through approval of China on World Maritime idea and initiative of the 21st Century Maritime Silk Road.

Keywords: Global Maritime Diplomacy, Maritime Fulcrum, Maritime Silk Road

Introduction

During the presidential debate in 2014, Joko Widodo has created the idea of Indonesia as a global Maritime axis, with the aim of strengthening the economy, security, and showing the identity of Indonesia as an archipelagic country. The election of Joko Widodo as a president opened the opportunity to realize his idea. The opportunity to realize the idea is also supported by the concept of Maritime Silk Road (MSR) which has been introduced by President Xi Jinping in 2013. President Xi Jinping seeks to establish economic cooperation with South Asian and Southeast Asian countries which one of Indonesia with the aim to form "Silk Road economic belt", where countries in Asia have the opportunity to connect with each other in the economic field and can improve the economy in every Asian country. This led to President Joko Widodo in 2015 visiting Beijing to sign an agreement on Indonesia's participation in Maritime Silk Road (MSR).

The idea and participation of Indonesia in Maritime Silk Road (MSR) is one of the steps taken by President Joko Widodo in overcoming the problems that occur in the marine sector of Indonesia. Because since 2000, Indonesia's shipping industry is highly dependent on foreigners, where export and import activities are dominated by foreigners. Since the supply of ships and the government's attention in the shipping industry is minimal, the attention of the government began to be seen when the cabotage law was made in 2011 which then made the domestic players begin to join the shipping industry. Nevertheless, domestic players are still difficult to compete with foreign ships, especially in the international market. This is because the capacity of ships and cooperative networks owned by domestic players is not comparable with foreign players.

In another aspect, the idea and participation of Indonesia in the Maritime Silk Road (MSR) is also regulated by regulation related to illegal fishing and still the blurring of Indonesian territorial waters with other countries. The issue of illegal fishing regulation has caused Indonesia to lose at least US \$ 24 billion, due to illegal fishing by China, Malaysia, the Philippines, Thailand, and Vietnam. At the same time, the border bloc makes the attack on border commercial vessels still frequent, especially in the Malacca Strait and the South China Sea, in overcoming this problem Indonesia is faced with China's claims in the South China Sea

that overlap with Indonesia's Exclusive Economic Zone (ZEE). So it takes cooperation with other countries to overcome the problems that occur in the border territorial waters of Indonesia.

This problem then prompted President Joko Widodo to realize his ambition of making Indonesia a global maritime axis, by establishing a cooperative relationship with China that has already established cooperation with Asian countries. On the other hand, China also uses Maritime Silk Road (MSR) as a step towards realizing the new security concept, which was planned and introduced at the ASEAN Regional Forum (ARF) in the 1990s.

New security concept launched by China is a strategy undertaken by China to reduce the power of the United States in Southeast Asia, as expressed by two observers of Southeast Asia security that has analyzed visits of vice president of China Hu Jintao in 2000. They revealed that China has made official policy through Hu Jintao comparing its behavior with the United States, whose implication is that China can not only be a good neighbor but also a good partner, compared to the United States. This is also supported by the cooperation that has been done by China with the countries in ASEAN both through regional or bilateral organizations.

China's desire to reduce US influence in Southeast Asia has failed. This failure was apparent during an attack on the World Trade Center Twins Tower in New York, USA on September 9, 2001. The attacks led to the birth of the Bush Doctrine which calls on all countries to cooperate in tackling terrorism and almost all countries support it. It also puts pressure on other countries such as North Korea, China, and Japan to refuse to support the Bush Doctrine in the midst of most countries to support it, so that in that year China failed to realize the new security concept that was introduced in that year.

New security concept that has been programmed began to appear again during the government of Xi Jinping. When Xi Jinping went on to become president of China in 2013, Xin Jinping began visiting countries such as Russia, Tanzania and attending 'BRICS' (Brazil, Russia, India, China and South Africa). In addition, Xin Jinping also visits countries in Africa, Latin America, Europe, United States, and Asia, so it is estimated that throughout March to October 2013 Xin Jinping has visited approximately 33 countries. Similar things were also done by Chinese Prime Minister Li Keqiang who made visits to European countries, South Asia and Southeast Asia.

The visit by Xin Jinping and Prime Minister Li Keqiang is a form of the head of state diplomacy, which aims to make China the center of inter-regional cooperation. This is as revealed by Xin Jinping and other Chinese leaders, one of whom in the Boao Forum in 2013 which says that all countries must work together to make the global arena a big stage for common development and not serve as a gladiatorial arena to fight each other. Because China wants a peaceful and all-pervasive development by all countries, this has led countries in some areas to become interested in cooperating with China. One of the forms in this is the Maritime Silk Road (MSR).

Maritime Silk Road (MSR) was formed not only from China's interest in economy and security. Given 10% of global merchandise is produced by China, which then makes China as the destination and the starting point of international trade. In addition, seven of the world's 10 busiest container harbors are located in China, with Shanghai being the largest port in the world. On the other hand, three Chinese shipping companies are among the 12 largest container transporters in the world, and China is the third largest shipbuilding country in the world and the world's largest shipbuilder, so it is not surprising that China has its maritime territory. This then makes the president Joko Widodo and Xin Jimping cooperate, considering both have the same vision and mission that is in the field of economy and security.

The author believes that the relationship between the Indonesian government and China will make it easier for Indonesia to establish cooperative relations with other Asian countries. So that simplifies the steps of President Joko Widodo in making Indonesia as a global maritime axis. This then led the researcher to a question that the extent to which the cooperation between the Indonesian government and China has brought Indonesia's steps into a global maritime axis?

METHODOLOGY

This research is used the descriptive by the qualitative approach to finding the answer to the research question. It takes secondary data as resources of this research with data collection technique consisting of books, journals, and including data from the reliable website which is supporting the explanation of this research. According to Miles Huberman (2011:246) classic research methods, the fundamentals of research design and data management are followed by three ways consisting, collective data, display data, and conclusion drawing or verification.

THEORETICAL FRAMEWORK

To analyze Indonesian foreign politic towards China in the new concept policy and strengthening maritime diplomacy, the authors use interdependence liberalism approach in economic relations that exist between Indonesia and China. The key assumption of liberal theory looks interdependence and international system as the configuration of interdependent state preferences which determines states behavior (Moravscik, 1997). The second core assumption shared by liberal theories is that the interdependence among of state preferences influences state behavior. For liberals, state behavior reflects varying patterns of states preferences and it drives foreign policy of state itself.

States require a social purpose a perceived underlying stake in the matter at hand in order to pay any attention to international affairs, let alone to provoke conflict, inaugurate cooperation, or take any other significant foreign policy action. Indonesian foreign politic also driven by their preferences when engaging relations with other countries. To some extent, interdependence liberalism argues that interdependencies which occur between countries lead to peaceful and cooperative relations so that the interdependence was also able to prevent conflicts or wars (Rosenau, 1969: 365). Moreover, interdependence liberalism stated that cooperative relations among countries are able to resolve conflicts and problems by using a peaceful way through negotiation, cooperation, and compromise.

Interdependence liberalism assesses that modernization increase the level and scope of interdependence relations between countries not only in economics but also in other areas such as politics, security, technology, education, and tourism which leads to cooperative relations (Jackson and Sorensen, 2006: 104). The authors believe that interdependence in the economic relation between Indonesia and China makes their relationship becoming more cooperative. The interdependence relation in the economy triggered a sustainable interdependence relation at political and regional security (Moran, 2001). Interdependence liberalism looks that cooperative relationship which resulted mutual benefit does have risks and expenses that may be detrimental to either party (Yarger, 2006).

Nonetheless, risks and expenses can be minimized or even eliminated through cooperation relation among the parties that are arranged in a mutual agreement. To some extent,

interdependence liberalism also argues that the partnerships aim to maximize social welfare, and the role of government be further increased to arrange a mutually beneficial trade (Mansbach and Rafferty, 2008: 28). This fits the context of interdependence relations between Indonesia and China where the two countries increased the government's role in regulating secure trade by increasing economic cooperation. Indeed, interactions that occur in interdependence liberalism relations promote economic cooperation, but this would cause increasing interdependence community relations between countries. Moreover, in the complex interdependence, this minimizes the possibility of conflict and war and strengthens relations between countries because it involves the community and society (Keohane and Nye, 2001: 21).

Interdependence liberalism states that in the industrialized countries, economic development and foreign trade are the tools to achieve excellence and prosperity with less cost (Jackson and Sorensen, 2005: 148). This also applies in the China-Indonesia relation which is more focused on improving the well-being for both societies. Increased prosperity as a result of cooperation both countries generate economic interdependence which triggered the establishment of peace and political cooperation between Indonesia and China.

In addition to critical view on a political perspective that according to Keohane and Nye that rhetorician of interdependence often claims that since the survival of the human race is threatened by environmental as well as military dangers, conflicts of interest among states and peoples no longer exist. This conclusion would only follow if three conditions were met: an international economic system on which everyone depended on our basic life-supporting ecological system was in danger; all countries were significantly vulnerable to such a catastrophe; and there was only one solution to the problem (leaving no room for conflict about how to solve it and who should bear the costs). Obviously, these conditions are rarely all present.

Tiongkok New Security Concept

Since 9/11 and the 2008 Global Financial Crisis, the geopolitical and geostrategic situation has changed dramatically. We are faced with unprecedented developments in which developed economies have weakened and the US' role as a superpower has declined, limiting its ability to provide the security umbrella which has allowed the economic growth in Asia-Pacific since the end of the Cold War. At the same time, new developments in information technology have created the world with no physical borders which in the past dictated the way we analyze

global situations (Kaplan, 2012: 24-26). This borderless world has facilitated countries in Asia to cooperate through trade and economic relations, moving towards the integration of an inclusive and dynamic regionalism in an era of free trade (Pattiradjawane, 2015: 176-180).

The rapid changes in the region's political and security environment intensified in 2010 in reaction to US Secretary of State, Hillary Clinton, stating at the ASEAN Regional Forum that the US will expand and intensify its already significant role in the Asia-Pacific region, especially in the southern part of the region, adding that the surrounding seas in Asia are a core interest of the US. This marked a shift in focus in US foreign policy in anticipation of the fundamental changes affecting the norms and rules in the Asia-Pacific region caused by China emerging as a highly influential regional power (Congressional Research Service, 2012).

China's spectacular economic development at an average of 10 percent per year in the past few decades, as well as her thorough integration into the regional economy through trade and investment networks, was changing the geopolitical landscape permanently. At the same time, however, countries in the region were also concerned about the growth of China's military spending at a pace that exceeded her economic development (Bader, 2012: 1-8). China's rise combined with the so-called "pivot policy" of the US raised concerns and mixed reactions in the region. Leaders in the region do not wish the Asia-Pacific region to become the stage for great power US-China rivalry. Indonesia makes this point with its "dynamic equilibrium" which seeks to involve all the major powers within a cooperative framework as a basis for the development of a more inclusive regional architecture, avoiding the "unchecked preponderance of a single state" or the "disorder or uncertainty associated with a multipolar region.

Nevertheless, increases in defense budgets, the strengthening of security alliances between the US and Japan, Vietnam, the Philippines and other ASEAN countries, as well as the geopolitical shifts changing regional cooperation in trade, economics and finance creating alliances of interests such as the RCEP (Regional Comprehensive Economic Partnership) and Trans-Pacific Partnership (TPP) – reflect not just economic competition in the region but are also a manifestation of ideas and concepts in search of a new regional architecture in response to the new realities. These are efforts to build a new type of cooperation among Asian nations by increasing their connectivity, not only for the integration into a more inclusive dynamic

regionalism but also for shaping the expansion of economic, trade and business opportunities among nation-states intertwined by a dynamic free trade region.

Given these changes, China has formulated a new, comprehensive security concept or encompassing bilateral and multilateral relations (Shih, 2002: 3). This new concept explains China's approach to various contemporary global issues in anticipation of a growing multi-polar world. It details China's expanding strategic culture, the dynamic international environment supporting economic growth, and reviews its strategy to ensure stability to protect China's national interests. China's regional leadership aspirations are formulated in the universal ideas of creating a peaceful environment and a more transparent and appropriate security mechanism.

The concept covers four aspects bearing in mind China's position as a permanent member of the UN Security Council and the second biggest economic power in the world. The concept is based on a logic which is China-centered; avoids the traditional security concept which it considers as limiting its allies and foes; mutually beneficial cooperation among countries bound by collective security alliances; group security; stresses on deterrence, containment, and other ways to limit the potential of enemies (Ma, 2014). It is a concept which combines national security with international security to build harmony within China and through consultation, cooperation, and the search for common security and prosperity.

China's new security concept is comprehensive, covering military issues, politics, economics, energy, research, and technology integrated in such a way so as to effectively deal with both traditional and non-traditional security threats. It also refers to standards and norms of the UN Charter and the Five Principles of Peaceful Co-existence in managing international relations in a globalized, multi-polar and interdependent world. At the Fourth Conference on Interaction and Confidence Building in Asia (CICA) in Shanghai, Chinese President Xi Jinping explained that the new security concept should be understood as a new form of politics and security with "Chinese characteristics" as a projection of China's rise, as well as a comprehensive approach to realizing China's maritime ambitions. In his speech, he also emphasized that Asia's problems should be resolved by Asians without the intervention of extra-regional powers.

In formulating its new security concept and new great power relations vis-à-vis the US, however, China has to consider ASEAN's force as an economic and trade regional organization

straddling the world's most strategic sea lanes of communication. ASEAN as a cohesive, united bloc has a role to play in maintaining peace and security in the region. China cannot expect ASEAN countries to accept China's position that China is a big country, other countries, only a small country, this is an indisputable fact. Nevertheless, ASEAN member states realize that bilaterally they are no match for China but it also does not mean that ASEAN is creating an alliance against China.

Strategic Cooperation between Indonesia and China towards Global Maritime Diplomacy

At the global level, the maritime sector is a sector that has always been very sensitive to matters related to the economy and national security of a country. Through the maritime sector, every country is able to obtain various forms of economic benefits, and at the same time, the maritime sector is also able to provide its own problems for a country related to the threat of national security. This is as well as UN documents related to the threat of international security and peace that can come through the maritime territory. Illegal activities such as illicit drug trafficking, illegal migration activities and other organized crime pose a threat to States and international peace. While in terms of economy, the maritime sector is able to provide great economic benefits, given the sea saves a variety of natural wealth and marine areas are the path of international trade transport.

For Indonesia, the maritime sector is a vital sector for the economy of the country, given Indonesia which is an archipelagic country with a vast maritime territory, has a promising marine wealth. Approximately 75 percent of Indonesia's sovereign territory is a marine area, and consists of territorial sea, Exclusive Economic Zone (ZEE), and sea 12 miles (Rakhmindyarto and Wesly, Ministry of Finance Fiscal Policy). In addition, the territorial waters of Indonesia hold enormous economic potential. How not, the Indonesian sea contributes 70 percent of national oil and gas production, large fishery production to put Indonesia second world rank in 2012, and coral reefs reaching 85,000 km² (Rakhmindyanto and Wesly, Fiscal Policy Office of Ministry of Finance). This potential provides a new ambition for Indonesia currently under the leadership of President Joko Widodo, to re-generate the maritime power of Indonesia and become a global maritime axis.

The idea of Indonesia as a global maritime axis has surfaced since President Joko Widodo expressed his ambition to exploit the marine resources and territorial waters of

Indonesia as an international Indonesian power and become a global maritime axis, in the inauguration speech in 2014. In addition, it was stated internationally by President Jokowi at the 9th East Asian Summit in Naypyidaw, Myanmar on 13 November in the same year (RSIS Workshop, 2015). This ambition is not without reason, considering Indonesia does have a rich marine potential and has vast territorial water.

On the other hand, Indonesia is also trying to restore its past maritime glory as stipulated in the motto JALESVEVA Jaya Mahe (in our seas of victory) (Pradhan, 2016). This ambition ultimately influenced the policy direction of Indonesia in strengthening its identity as an archipelago and a maritime country in the eyes of the world. Global Maritime Axis (global maritime fulcrum) has five pillars, of which the first is the rebuilding of Indonesian maritime culture, both nurturing and managing national marine resources. The third pillar of Jokowi's idea is to prioritize the development of maritime infrastructure and interconnection between coastal areas in Java, the fourth is to cooperate with other countries in the maritime field and eliminate various sources of conflict in maritime areas, and the last is to develop Indonesian naval power (Witular, 2014).

These five pillars above are the realization of Indonesia's efforts to change the domestic policy direction, rather than as a basis for determining the direction of foreign policy and diplomacy (Connelly, 2015: 6). However, it is precisely the strengthening of domestic policies that will be instrumental in creating the strength of Indonesia and provide bargaining power for Indonesia in the eyes of other countries. Meanwhile, for the foreign policy aspect, President Jokowi promised to maintain the stability of the region, as well as Indonesia will participate in determining the future of the Indo-Pacific region (Witular, 2014). Indonesia as a maritime country and a global maritime axis has the responsibility to ensure its maritime defense, not only to protect the maritime and state sovereignty, but also the security of marine and maritime activity. One of them is to be active in maintaining security stability in the Indo-Pacific region, which is vulnerable to regional conflicts in the region as well as to illegal acts in water areas. Indonesia's policy has no different from China's policy related maritime area.

China as the rising power has a new course in its foreign policy, which emphasizes the importance of establishing diplomatic relations with neighboring countries. This policy direction is very different from China before 2012, preferring to remain humble (taoguangyanghui

(韬光养晦, keeping a low profile) as its strategy in international relations (Yan, 2014: 154). President Xi Jinping, precisely in the year 2013, undertook a strategy revolution in its foreign policy, namely by further establishing interconnectivity between neighboring countries and encouraging cooperation with each other (Caballero, 2015: 6).

This change in policy direction spawned a new diplomatic idea from Chinese academics who advocated China to put its periphery countries the first priority. In the context of China as the rising power, China needs to emphasize such a form of diplomacy and prioritize good neighborhood policy (Yan, 2015). This is because for three reasons, first, to become a global power, China must first show strength in the region and become a regional power. Secondly, along with the United States' efforts to block China's strength, good neighborhood policy can be a medium to gain much support from other countries to offset the pressure the United States has. The third reason is, by pointing out that China is a "good neighbor", then neighboring countries will feel more at ease seeing China's current strength (Yan, 2015).

One of China's efforts in realizing its policy is to realize the program "One Belt, One Road", which then led to Maritime Silk Road. China's initiative to form Maritime Silk Road is to develop infrastructure and cooperation with South Asian and Southeast Asian countries, the Northern Indian Ocean and Europe while emphasizing the safety of maritime trade (Caballero, 2015: 6). In the project, the most affected area is ASEAN, as nearly 85 percent of China's goods are imported into ASEAN and by sea (Szczudlik and Tatar, 2013). For this reason, China feels the need to establish cooperation and connectivity with ASEAN countries in order to safeguard its national interests and strengthen its influence in the region. ASEAN is not only a big market for its products but also a priority in terms of foreign investment. Not only does China want to invest in the ASEAN region, but the other goal of Maritime Silk Road (MSR) is also to encourage companies in ASEAN to cooperate and do business with China (Caballero, 2015).

Indonesia's ambition with its Global Maritime Fulcrum (GMF), and China with Maritime Silk Road (MSR) is a manifestation of the ambition of both countries to become the center and strength by utilizing the maritime territory. What distinguishes between MSR and GMF lies in the existing policy direction. GMF promoted by President Jokowi prioritizes the improvement of domestic maritime infrastructure and prioritizes inter-island connectivity because Indonesia consists of islands and is surrounded by vast maritime areas. While China through MSR wishes

to establish interaction among other countries by purposing of further expanding the network of alliances and cooperation. In other words, Indonesian policy focuses more on connectivity in the domestic sphere, while China is more in the wider scope of overseas (Pradhan, 2016).

Indonesia's ambition to become a global maritime fulcrum, according to the authors is not only related to domestic issues and not oriented to foreign policy, but within a certain period of time, these things can determine the direction of Indonesia's foreign policy. President Jokowi prioritizes inter-island connectivity in the archipelago and revives Indonesia's maritime glory, as stated in the five pillars mentioned earlier. Although the direction of foreign-oriented policy is only visible on the two pillars, other pillars are also oriented towards the establishment of Indonesia's identity as a global maritime axis.

By strengthening domestic matters, Indonesia can show its identity as an archipelagic country with a good maritime culture and a strong maritime territory, which deserves to be called a global maritime axis. At the same time, the global maritime fulcrum is also actually a tool for Indonesia to establish cooperation with other countries. Therefore, to realize the existing pillars, Indonesia needs to establish good cooperation to support the realization of ambitions in global maritime fulcrum. One of the promising and strategic cooperation is with China. Meanwhile, on the other hand, China is also in desperate need of Indonesia in strategic cooperation Maritime Silk Road it. Because, to strengthen its influence in ASEAN and realize its interests in MSR, Indonesia is a very important partner, given the influence and role of Indonesia in the region.

Indonesia's longstanding bilateral relations between Indonesia and China provide many advantages for both parties. Since establishing a comprehensive strategic partnership, both have deepened their political beliefs, and mutually reinforced cultural exchanges through people to people. The continuation of this increasingly bilateral relationship, one of which is that China and Indonesia are committed to contributing to regional peace and security, as well as in creating world development and prosperity (Ministry of Foreign Affairs, 2015). President Jokowi and President Xi Jinping, who met at the BFA forum (Boao Forum for Asia) in 2015, shared with each other the importance of building a joint venture to promote the importance of the strategic partnership between the two countries. These include sovereign equality, mutual respect, mutual trust, mutual benefit, reciprocity, and unity and coordination in the new era (Ministry of Foreign Affairs, 2015).

In relation to China's Maritime Silk Road and Global Maritime Fulcrum Indonesia, the two countries agreed that both of them had the same and complementary interests. Between Indonesia and China, the two agreed to synergize the two projects so that mutual benefit to each other. Through MSR and GMF promoted by each country, China and Indonesia agree to strengthen policy strategies and communications, advanced connectivity of maritime infrastructure, deepen cooperation in industrial investment and construction of major projects, enhance maritime economic cooperation, maritime culture, maritime tourism, As well as to develop a joint Maritime (Maritime Partnership) (Ministry of Foreign Affairs, 2015). Indonesia and China see that in the strategic partnership plan that is built later, they can benefit from each other in realizing their ambition to become a force in the maritime axis of the world.

Looking back on the five pillars that became the basis of Indonesia's ambition to become a global maritime fulcrum, Indonesia certainly desperately needs a partner like China who can meet Indonesia's need to realize its ambition. One of them is to build a maritime infrastructure, in which case President Jokowi expressed his ambition to build 24 seaports and deep seaports that will connect the Archipelago (Pradhan, 2015). Indonesia needs substantial investments to build such a large project, and a country that can facilitate that ambition is China. Indonesia needs at least US \$ 6 billion investment to expand ports in Sumatra, Jakarta, East Java, and South Sulawesi and Papua. In this case, Indonesia needs big investors like China, and China which is an important trading partner and investor for Indonesia can take the opportunity to encourage cooperation with Indonesia (Zhao, 2015: 19-21). Long before 2014, the two countries agreed to work together to develop a maritime infrastructure.

With the MSR, it certainly enables Indonesia to strengthen its existing strategic partnership, and because Maritime Silk Road is not a form of hegemony but rather an economic tie and diplomacy, Indonesia is more than happy to work together (Ibrahim, 2015). Profits in the cooperation that exists between the two in MSR and GMF, certainly not only obtained by Indonesia but also China. For China, Indonesia is an important partner for MSR, as Indonesia is profitable in terms of resources, markets, labor and geographic (PRC Embassy for Indonesia, 2015).

Within the sphere of ASEAN, Indonesia is the country with the largest population and largest GDP, making Indonesia an important partner for China to deepen its economic ties with ASEAN (CSIS, 2014). Therefore, the strengthening of strategic cooperation undertaken by China and Indonesia through the framework of Maritime Silk Road and Global Maritime Fulcrum will be more on the cooperation of economic nature and infrastructure. Such cooperation will strengthen Indonesia's position as a global maritime axis, with more integrated maritime and archipelago areas. In addition, cooperation with periphery countries like Indonesia, which is a major force in the ASEAN region, will be very beneficial for China in establishing economic cooperation bonds scheduled in Maritime Silk Road.

Conclusion

As a country that has the same ambition to revive glory and become a force in the global maritime region, Indonesia and China do need each other. This is because both have the potential that is not owned by each other. Indonesia needs cooperation partners in building maritime infrastructure that can unite the regions of the archipelago so that Indonesia's maritime territory is strong and worthy to be a global maritime axis. While China is able to become a facilitator of the project, it also requires trust and cooperation colleagues like Indonesia, to build ties in the region and show its image as the good neighbors. Both partnerships (through MSR and GMF) can strengthen the ties of diplomacy that has been established and will have a significant impact on the stability of the region.

By cooperating with China, Indonesia can realize its ambition to strengthen the maritime Indonesia and become a global maritime axis. China, on the other hand, can more easily establish relationships with other countries in ASEAN through Indonesia. The task for both countries is that between Indonesia and China should further develop cooperation not only in the field of economy and infrastructure but also military and security. Given, both have a great influence over the problems in the South China Sea. Indonesia needs to build more trust in China to deepen the cooperation, and China also needs to further reduce its aggressiveness related to the South China Sea so as to convince Indonesia and ASEAN about its cooperation.

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