

**ANALYSIS OF INDONESIAN GOVERNMENT'S DECISION IN USING
FOREIGN WORKERS FROM CHINA IN THE CASE OF THE
INDONESIA - CHINA FAST TRAIN (KCIC) PROJECT**

2015 - 2022

UNDERGRADUATE THESIS



**UNIVERSITAS
ISLAM
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**DEPARTMENT OF INTERNATIONAL RELATIONS
FACULTY OF PSYCHOLOGY AND SOCIO-CULTURAL SCIENCES
UNIVERSITAS ISLAM INDONESIA**

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Universitas Islam Indonesia
As a partial fulfillment of requirement to earn
Bachelor Degree in International Relations



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AUTHORIZATION PAGE

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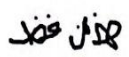

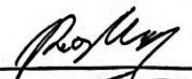

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ABSTRACT

The Indonesian government wants to build infrastructure to facilitate mobility and improve the country's economy by building a fast train as part of the Fast Train Indonesia-China project (KCIC). In the process of KCIC project, there are many foreign workers, especially from China. This research analyzes the Indonesian government's policy-making in accepting foreign workers, especially from China, to work on the development project. This study also examines how the entry of foreign Chinese labor can attract foreign investment and transfer skills and knowledge to the local workforce. In this study, the researcher used the theory of policy-making popularized by William D. Coplin. This theory was used to understand the factors that influenced decision-making in accepting foreign labor, especially from China, in the KCIC development project. This theory was also used to explain the factors that can influence policy makers, namely domestic political factors, international context factors, and economic and military factors.

Keywords: Indonesia, China, Fast Train, Decision Making.

CHAPTER 1

INTRODUCTION

1.1 Background

Foreign Workers from China have been part of Indonesia's labor sector in recent years. The number of Chinese foreign workers in Indonesia has been steadily increasing from 2015 to the present. The increase in Chinese foreign workers in Indonesia is due to the rising foreign investment from China in infrastructure development in Indonesia (Suryani 2020). In this era of globalization, the Indonesian government has intensified infrastructure development, one of which is the Jakarta-Bandung High-Speed Train project, which is in collaboration with China. This project marks the largest investment by China in Indonesia. The KCIC project is a national strategic project aimed at enhancing connectivity and driving economic growth in Indonesia. The KCIC project is the largest infrastructure cooperation project between Indonesia and China (Daris 2019).

Indonesia and China have diplomatic relations. Diplomatic relations between the two countries have been established since 1950, where they have built quite strong cooperation in various fields, including politics, economics, and social aspects. However, diplomatic relations between Indonesia and China were disrupted on September 30, 1965, due to political instability within Indonesia at that time. Nevertheless, in the 1980s, diplomatic relations between Indonesia and China began to improve again. Along with political and economic changes in both countries, especially under the leadership of President Deng Xiaoping in China,

the relationship between the two nations experienced significant improvement (“East Asia Project,” n.d.). Both countries resumed close cooperation in various areas, including trade, investment, and infrastructure development. The improvement in diplomatic relations between Indonesia and China has brought positive impacts for both parties, including cooperation in infrastructure development projects like KCIC. Both nations support each other in efforts to strengthen connectivity and regional economic cooperation, as well as expand their bilateral relations in various fields. In the development project of KCIC, the cooperation between the two countries encompasses various aspects, ranging from funding, technology, project management, to the utilization of foreign labor (K. Anam 2023).

In the Indonesia-China High-Speed Train project (KCIC), there is a significant use of foreign labor from China. The Indonesia-China High-Speed Train project (KCIC) requires high technical and managerial skills, which may not be fully available in Indonesia. This limitation creates a need for foreign labor with the necessary experience and expertise, and China, as an advanced country with extensive infrastructure development technology, becomes one of the potential sources of human resources (Anggina 2023).

The use of Chinese foreign workers on the Indonesia-China high-speed train project (KCIC) is also due to the Memorandum of Understanding (MoU) between Indonesia and China in 2005 titled "Memorandum of Understanding between the Government of the Republic of Indonesia and the Government of the People's Republic of China on Infrastructure and Natural Resources Cooperation." This MoU stipulates that in infrastructure cooperation, China has the right to bring its

equipment and labor during the project implementation process (Treary kemlu 2005). Additionally, the KCIC project also employs a turnkey project scheme, whereby the contractor or developer is responsible for designing, constructing, and providing infrastructure or facilities according to the specifications determined by the client or project owner. In the context of infrastructure projects, the turnkey scheme is often applied by companies and workers from China who have expertise and experience in constructing large-scale projects (Fitria 2021).

The use of foreign labor in Indonesia has regulations under Law Number 13 of 2003 concerning Manpower, which is the main regulation specifically and comprehensively regulating the field of employment. Furthermore, Government Regulation Number 20 of 2018 concerning Foreign Workers also regulates the requirements, work permits, and obligations of foreign workers working in Indonesia (Hanifah 2021). In addition to the regulations set by the government in the Indonesian constitution against foreign workers, there are also policies from the ILO (International Labour Organization) that have been ratified by the Indonesian government, namely on employment (No. 81). This Convention provides guidelines regarding human rights and labor protection in the workplace, including for foreign workers (International Labour Organization,n.d.).

In 2015, the Indonesia-China High-Speed Train project (KCIC) began construction, and the Indonesian government faced strategic decisions regarding the use of foreign labor, especially from China, which has experience in high-speed train development. According to the Ministry of Manpower data, there are 2000 Chinese foreign workers employed in the KCIC project (kemnaker 2020). However, in this KCIC project, there are also Chinese foreign workers employed

in lower-level positions that could have been filled by local labor. The presence of foreign workers from China also has complex impacts, especially concerning unemployment in Indonesia. In this context, unemployment refers to individuals who are jobless but actively seeking employment (Wahyuni et al. 2019). The use of foreign labor for tasks that could be performed by local workers can create an excessive dependency on foreign human resources, hindering the development of local workforce capacity (Medina 2023). Therefore, it is crucial to research the reasons why the Indonesian government accepts foreign workers, especially from China, for the Indonesia-China high-speed train project (KCIC).

1.2 Research Question

Why did the Indonesian government allow Chinese foreign workers in the Fast Train Jakarta - Bandung development project?

1.3 Research Objectives

1. Analyzing the Indonesian government's decision making towards Chinese foreign workers in Indonesia in the case study of Kereta Cepat Indonesia China (KCIC); and
2. To determine the close relationship between Indonesia and China in developing infrastructure projects.

1.4 Research Scope

This research will discuss the existence of Chinese foreign labor in constructing the Jakarta - Bandung fast train project as a form of China's investment in Indonesia. The research period is 2015-2022, which is based on the

beginning of the process of the Jakarta - Bandung fast train project (“Tentang KCIC -,” n.d.). There were many Chinese investments this year, and foreign workers travelled from China to Indonesia. This year, the Indonesian government changed its foreign policy in regards to simplifying the rules of foreign labor in Indonesia (Indonesia.go.id, 2019).

This research also looks at the reasons why the Indonesian government took a policy of employing foreign Chinese labor to work in the Jakarta-Bandung fast train (Kereta Cepat Indonesia China (KCIC)) from 2015 to 2022.

1.5 Literature Review

The deviation of Indonesia's foreign investment policy incentivizes investors, especially Chinese investors, to invest in Indonesia as they can bring their workforce to work on investment projects, such as the China-Indonesia Fast Train (KCIC). In this literature review section, the author will discuss various literature and scientific works that are relevant to the topic of this research, namely the deviation of the Indonesian government's policy in regards to competing investments made by the Indonesian government and the granting of permission for foreign Chinese labor to work on the Indonesia China Fast Train (KCIC) project.

The first journal entitled "Legal Reform and Foreign Investment Realization in the Era of President Joko Widodo", written by Nandang Sutrisno and Sigar Aji Poerana and was published in December 2020, this journal explains about investment-related legal reform in the era of President Joko Widodo to increase foreign investment in Indonesia by issuing policy packages ranging from volume I to volume XVI. This was done to improve the Indonesian economy

through foreign investment. Indonesian laws and policies must bring together the interests of investors and the people so that they work hand in hand to achieve the goals of these laws and policies (Sutrisno and Poerana 2020).

The second journal was written by Mariam Hijriyani and Akmal Mohammad and is titled "Concession Agreement Between China and Indonesia in the Fast Train Transportation Sector" and was published in January 2023. According to this journal, Indonesia and China have close bilateral relations, especially in the era of President Joko Widodo. In his era, Indonesia and China became partner countries in the investment sector and agreed on seven intergovernmental cooperation agreements. Thanks to Indonesia's success in obtaining concession agreements for the construction of high-speed railways, the Chinese government is becoming increasingly convinced that investing there is easy and they see great investment opportunities in Indonesia (Syamsi, 2023).

The last journal is entitled "Turnkey Project and The Dynamics of Asian Employment Regulation in Indonesia" written by Suciliani Octavia, and Muhammad Badaruddin. This journal discusses the turnkey project agreement with China, in which Indonesia can use Chinese foreign loans in the type of concessional loans. Indonesia has many complete infrastructure projects, such as transportation and electricity projects, and supports the development of energy and resources, such as oil and minerals, but in these projects China is responsible for the whole of the process, from studies and surveys, to design and construction, providing all or part of the equipment and building materials, and sending engineers and technical personnel to organize and guide the construction, installation and trial production of these projects. The turnkey project agreement

challenges labor law number 13 of 2013. This journal published in December, 2017 (Badaruddin and Octavia 2018).

1.6 Research Framework

The research basis for this thesis uses William D. Coplin's Decision Making Theory in 1971. This theory was introduced by William D. Coplin in his book entitled "Introduction to International Politics: Model of Decision Making Process" (Coplin and Marbun 2003). Coplin explains that a country's foreign policy is influenced by three interrelated factors that produce a policy in a country's foreign policy orientation.

The first factor is domestic political conditions. Coplin states "determining how foreign policy works can be seen from the domestic situation of a country." A country's situation can influence foreign policy decision-making both by its culture and political system (Coplin 2003). Coplin explains that there are groups that are interested in making a policy. These interested groups include the bureaucrats, parties, group or individual interests, and the mass media. Although the state is the actor, it is the people who are responsible for making decisions, such as actions and reactions (AYUSI 2015)

This study shows that the Indonesian government adopted a policy to use foreign Chinese labor in the Jakarta-Bandung fast train project because it accelerated the process of making the Jakarta-Bandung fast train, which required expert labor from China. Policymaking can be influenced by groups interested in making these decisions, namely parties, bureaucracy, group or individual interests, and mass media that can influence public opinion.

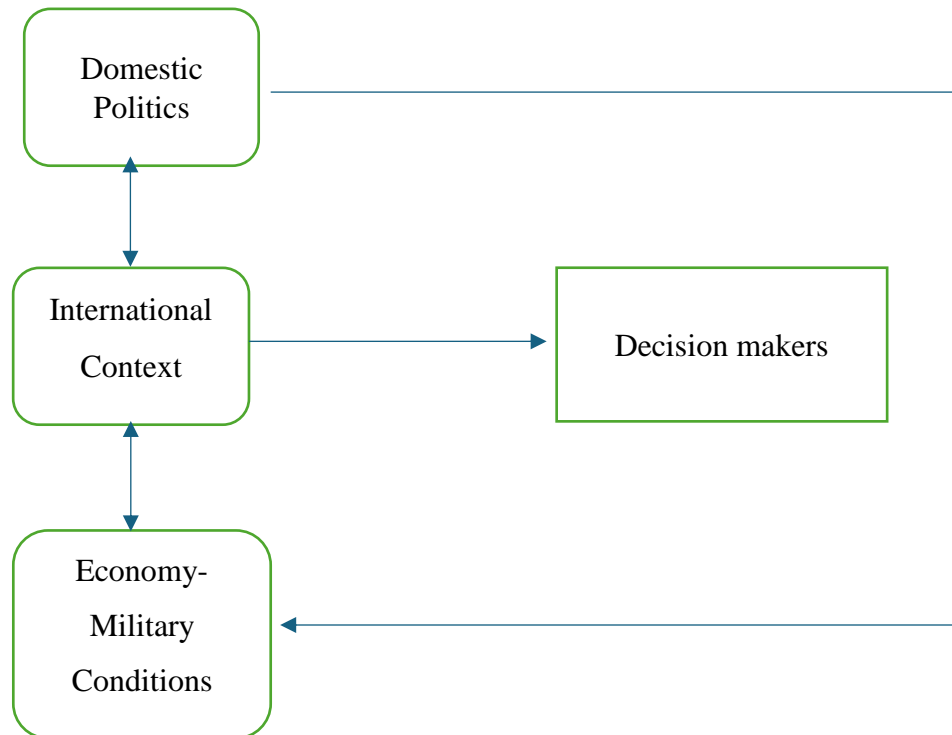
The second is the international context, which emphasizes that foreign policy issued will be based on international calculations. According to Coplin, the international context is related to the condition of a country, which is the goal of foreign policy, and the influence of other countries that are relevant to the problems at hand (Coplin 2003). This study also examines how Indonesia has strategic conditions for investment supported by Indonesia's geographical factors. These geographical factors include being on international trade routes and abundant natural resources.

The last is economic and military conditions. According to Coplin, a country's economic and military capabilities are part of foreign policy instruments. An assessment of a country's economic capabilities must include an analysis of its welfare and how much wealth can meet its people's needs and economic growth. This can be seen from the case study of cooperation between Indonesia and China in the field of fast train infrastructure. With the Indonesian government's policy that is open to foreign investors, this infrastructure project has a huge impact on the Indonesian economy which is slowly developing supported by increasingly effective mobility. The number of Asian investors in Indonesia also affects military cooperation between Indonesia and China.

It can be concluded from this research through using the decision-making theory put forward by William D Coplin that the three factors previously described, namely domestic political factors, the international context, and economic and military conditions, are a foundation for building a strong argument against the reasons for the Indonesian government in the era of President Joko Widodo for making policies to allow foreign Chinese labor to work in

infrastructure projects, especially in the Jakarta Bandung fast train project or fast train Indonesia china (KCIC). This project is one of China's major investments in Indonesia.

Pictures 1. Decision-Making William D. Coplin's



Source: (Coplin)

1.7 Provisional Argument

This study states that the reasons why Indonesia's government accepts foreign Chinese labor to work in infrastructure projects, especially in the Jakarta - Bandung fast train project or Kereta Cepat Indonesia China (KCIC). There are several existing economic factors and changes in Indonesia's foreign policy that have simplified the rules for foreign labor to work in Indonesia. This is combined with the fact that local Indonesian labor is still lacking. Using the three factors from William D Coplin's Decision Making Theory, we can highlight why the Indonesian government accepts foreign labor to work on this fast-train project.

The first factor is domestic political conditions. Indonesia is a developing country, and it still needs foreign investment to improve its economy. In developing infrastructure projects, especially in the current era of globalization, Indonesia still needs foreign workers. So, the domestic political conditions, influenced by political parties, bureaucrats, group or individual interests, and community opinion.

The second factor is the international context. In this context, Indonesia is a country that has strategic conditions for investment supported by Indonesia's geographical factors - being on the international trade route and having abundant natural resources. Indonesia is also a strategic place for China to develop its own big project, namely One Belt and One Road or the Belt and Road Initiative (BRI), which is in line with China's policy on investments, in particular the turnkey project scheme.

The last factor is economic and military conditions. According to Coplin, a country's economic and military capabilities are part of the foreign policy instruments. The assessment of a country's economic capabilities must include an analysis of its welfare and how much wealth can meet its people's needs and economic growth. It can be seen from the case study of cooperation between Indonesia and China in the field of fast train infrastructure that the Indonesian government's policy is open to foreign investors. This infrastructure project has a significant impact on the Indonesian economy which is slowly developing supported by increasingly effective mobility. However, judging from the research taken by the author, the military field is of little relevance here. Therefore, the field of economy and army conditions focuses more on the economic field.

1.8 Research Method

1.8.1 Type of the Research

In this research, the author used the qualitative methods that are often used by International Relations researchers in analyzing case studies. Data were collected from articles and journals, as well as from the official website of the Indonesian Ministry of Foreign Affairs. Using qualitative research methods can help researchers collect the right data, especially for topics such as the gap in Indonesian government policies towards foreign investment, in particular, in the fast train infrastructure project of Indonesia and China (KCIC).

1.8.2 Subject and Object of the Research

In this study, the investment policy of the Indonesian government is the subject, because the policy made by the Indonesian government was the main actor in attracting investors and giving permission to the investor country, namely China, to bring its own labor to the Fast Train Indonesia China (KCIC) project. The object of this study is the Chinese foreign labor working in the Fast Train project (KCIC).

1.8.3 Method of Data Collection

This research focuses on analyzing secondary data sources. The secondary data were obtained from books, journals, scientific articles, reports, and even validated news.

1.8.4 Process of the Research

This research began with the process of collecting data in the form of secondary data, such as that from books, journals, or reports relevant to the issue of Indonesian government policies on granting permits to foreign workers from

China in the Fast Train Indonesia China (KCIC) construction project via the Internet. The author then continued further research by presenting the data in narrative form which can be found in the following chapters/subchapters.

1.9 Thesis Outline

The first chapter of this study discusses the background, research questions, research objectives, research scope, literature review, research framework, provisional arguments, and research methodology.

In the second chapter of this study, the author analyzes the first factor of the decision-making theory popularized by William D. Coplin, namely the factor of domestic political conditions, and how this influenced the process of cooperation between Indonesia and China. This discussion is focused on the granting of permits to use Chinese foreign workers in the Fast Train Jakarta - Bandung development project or Fast Train Indonesia - China (KCIC).

The third chapter analyzes two more factors from the decision-making theory by William D. Coplin, namely International Context and Economic and Military Factors, and how these influenced policy making in the KCIC project. Again, this is with particular focus on the granting of permits to use Chinese foreign workers in the Fast Train Jakarta - Bandung development project or Fast Train Indonesia - China (KCIC).

CHAPTER 2

THE DOMESTIC POLITICAL CONTEXT OF THE KCIC PROJECT

In this chapter, the author analyzes the factor of domestic political conditions, from the decision-making theory that William D. Coplin popularized, in the process of cooperation between Indonesia and China relating to the granting of permits to use Chinese foreign workers in the Jakarta - Bandung Fast Train construction project or the Fast Train Indonesia China (KCIC). In this theory, William D. Coplin explains that making a foreign policy can be seen from the situation factors in the country (Coplin 2003).

2.1. Domestic Political

2.1.1 Political Party Factors

President Joko Widodo's decision to accept Chinese foreign workers to work on the Jakarta-Bandung fast train project has received positive and negative responses from various parties, including political parties in Indonesia. President Joko Widodo's decision to accept foreign workers from China to work on the Jakarta-Bandung high-speed train project received positive and negative responses from various parties, including political parties in Indonesia. In this decision, political parties only gave pro and contra statements on the entry of Chinese foreign workers in the KCIC project at a meeting of DPR RI (Regional Representatives Council). The Jakarta - Bandung fast train project is a collaboration between KCIC and the Consortium of PT KAI and China Railway. As part of the cooperation agreement, China has the right to bring its workforce to work on the project.

Table 1. Indonesia Party Response

No	Political Party	Response
1	Indonesian Democratic Party of Struggle (PDIP)	Against
2	Prosperous Justice Party (PKS)	Against
3	Party of Functional Groups (Golkar)	Pro
4	National Democrats Party (Nasdem)	Pro

Source: News Media

The Indonesian political parties that opposed the government's decision to accept Chinese foreign workers in constructing the Jakarta - Bandung fast train were the Indonesian Democratic Party of Struggle Party (PDIP) and the Prosperous Justice Party (PKS). PDIP showed a critical attitude towards the entry of Chinese foreign workers in the KCIC project, in which the construction of the Jakarta - Bandung fast train is dominated by China, from its workforce to the contractor companies working for this fast train project (Idris, 2022). The influx of foreign labor, especially from China, has caused the loss of employment opportunities for local workers in Indonesia (Bhawono 2018).

The Prosperous Justice Party (PKS) also responded negatively to the entry of foreign Chinese labor as conveyed by a member of the Regional Representatives Council Indonesia Republic (DPR RI) Commission IX, Putih Sari. She stated that local labor is also capable of working on the construction of

world-scale infrastructure projects (Kompasiana.com 2022). In addition, concerns were put forward regarding Indonesia's potential dependence on foreign technology and human resources, which could reduce the country's sovereignty in managing infrastructure projects.

In addition to opposing parties, there are also several parties that support the entry of foreign workers in the construction of the high-speed train project, such as the Party of Functional Groups (Golkar) and the National Democrats Party (Nasdem) (Hadi 2020). During the meeting of the Indonesian House of Representatives (DPR RI) regarding foreign workers in the Indonesia-China High-Speed Train Project (KCIC) conducted by the DPR RI Commission V with the Director-General of Railways of the Ministry of Transportation and the CEO of PT. KCIC (Dewan Perwakilan Rakyat 2018),

The meeting held by the DPR RI Commission IX regarding the use of foreign workers. Representatives from these two parties explained that the entry of foreign workers into the Indonesia-China high-speed train project (KCIC) is considered to bring expertise that local workers may not possess in completing the project. They further argued that the use of Chinese foreign workers in infrastructure projects can assist in operating and maintaining infrastructure projects in Indonesia, especially in projects like the KCIC (Dewan Perwakilan Rakyat 2018). Both parties also emphasized the specialized skills and experience possessed by Chinese foreign workers in the field of infrastructure construction, which are deemed crucial for ensuring the success of the project.

2.1.2 Bureauratic Factors

Bureaucracy is an insignificant part of Indonesian government policy decision-making. Bureaucracy in policy-making only ensures the continuity of a country's government system by facilitating, accelerating, and increasing effectiveness and efficiency in achieving various government goals (Ira 2023). According to an explanation from William D. Coplin, bureaucrats are groups that are still included in the government's bureaucratic structure (Tamianda 2020). The government bureaucratic structure is a state executive body consisting of the president, vice president and ministers appointed by the president to be responsible for their respective fields. In the bureaucratic structure, the state executive agency shapes, forms, and implements government policies. In policy-making carried out by the government, the executive agency only implements the policies that the government has determined, and the state executive agency is responsible for overseeing various government affairs.

Coplin explains the bureaucratic influence role originating from the executive branch of the state, one of which is providing relevant information and ensuring that policies can be effectively implemented in society (Coplin, 1992). Therefore, President Joko Widodo issued Presidential Regulation Number 20 of 2018 concerning the Use of Foreign Workers to simplify licensing procedures related to foreign workers (sekretariat kabinet 2018). President Joko Widodo assigned several relevant ministries/agencies to provide support for the entry of Chinese foreign workers, especially in the construction of the KCIC project.

The Ministry of Manpower, under Presidential Regulation Number 20 of 2018, is responsible for granting work permits to Chinese foreign workers in the

construction of the high-speed train project. The Ministry of Manpower also plays a role in law enforcement in accordance with Minister of Manpower Regulation Number 8 of 2021 concerning the Implementation of Government Regulation Number 34 of 2021 Regarding the Utilization of Foreign Workers (Permenaker 2021). And supervision of foreign workers working on the Jakarta-Bandung high-speed train project in accordance with the approval of the Foreign Manpower Utilization Plan (RPTKA) submitted by PT Kereta Cepat Indonesia China (KCIC) to the Ministry of Manpower. Additionally, the Ministry of Manpower ensures compliance with occupational safety and health (OSH) norms for foreign workers working on the Jakarta-Bandung high-speed train project (kemnaker 2020).

In Presidential Regulation No. 20 of 2018, the Ministry of Law and Human Rights is tasked by President Joko Widodo in the field of immigration. Immigration is crucial in overseeing foreign workers working on the High-Speed Train project, especially in issuing work visas and residence permits for Chinese foreign workers working on the KCIC project (Ministry of Law and Human Rights, 2016). The Ministry of Law and Human Rights also has the responsibility to ensure that foreign workers involved in the KCIC project comply with immigration regulations during their stay in Indonesia. This includes monitoring visa and residence permit conditions, ensuring workers' rights are fulfilled, and taking legal enforcement actions in case of violations.

The entry of Chinese foreign workers into the KCIC high-speed train project cannot be separated from two prominent figures in Indonesia, namely Luhut Binsar Pandjaitan and Budi Karya Sumadi. Luhut, as the Coordinating Minister for Maritime Affairs and Investment, plays a significant role in the entry

of Chinese foreign workers into the KCIC project by conducting negotiations and agreements, as well as coordinating between ministries/agencies regarding Chinese foreign workers in the KCIC project (Rakhmat 2020). Luhut also emphasizes the importance of building relations with China and being open to Chinese foreign workers, especially in the KCIC project. Luhut explains that China's influence in the global economy has reached 18% (Herjuna 2022). Luhut Binsar Pandjaitan also explains that the KCIC project requires assistance from Chinese foreign workers because it is the largest project in infrastructure cooperation between Indonesia and China, and it will become a business hub for China in Indonesia. Supported by Budi Karya Sumadi, the Indonesian Minister of Transportation responsible for transportation development in Indonesia, who explains that Chinese foreign workers in the KCIC project are essential to achieve optimal results from infrastructure development, including high-speed train projects (kemenhub, n.d.).

Bureaucracy plays a crucial role in the process and implementation of state policies regarding the use of foreign workers in the construction of the Jakarta-Bandung high-speed train project. Ministers also assist the president in supervising Chinese foreign workers regarding regulations on the utilization and licensing of foreign workers under Presidential Regulation (Perpres) Number 20 of 2018 concerning the licensing of the Utilization of Foreign Workers. This ensures that policies regarding the use of foreign workers in the Jakarta-Bandung high-speed train project can be effectively implemented

2.1.3 Influence of Interests Factors

In the construction of the Jakarta - Bandung fast train project, there is interest from PT KCIC to use foreign Chinese labor. PT KCIC is a joint venture between a consortium of Indonesian State-Owned Enterprises (SOEs) through PT Pilar Sinergi BUMN Indonesia (PSBI) and a consortium of Chinese railway companies through Beijing Yawan HSR Co.Ltd (“Tentang KCIC -,” n.d.). The reason PT KCIC is interested in using foreign labor from China in the Jakarta-Bandung fast train project is to ensure the smoothness and success of the rail project. Using foreign labor with experience and skills in fast train projects in China, PT KCIC can improve construction efficiency and ensure that high-quality standards are met.

This fast train project is a new transportation infrastructure project using sophisticated technology. Therefore, PT KCIC requires laborers competent with these technologies, so Chinese foreign workers are being used in the construction of the project to accelerate the transfer of skills and knowledge that has been programmed (Firdaus 2023). PT KCIC’s interest in the entry of foreign Chinese labor into the Jakarta - Bandung fast train project can be seen from the existence of a document which was attached to a letter from PT KCIC addressed to Liu Zhenfang, Chairman of the Board and Secretary of the China Railway Group regarding the Procurement of Operation and Maintenance Service Providers for the Jakarta - Bandung fast train project (Alfarizi, 2023).

The presence of foreign Chinese labor can also reduce the risk of errors or delays in project implementation. As a joint venture between Indonesia and China, PT KCIC also has business and investment links with Chinese companies, which allows easier access to the required foreign labor. As such, the use of

foreign Chinese labor in the Jakarta-Bandung high-speed rail project not only helps to fulfill the need for specialized skills and experience but also has the potential to make a positive contribution to the overall success and progress of the project.

Not only does PT KCIC have an interest in using Chinese foreign workers in the fast train project, but other companies also have the same interest, namely PT Kereta Api Indonesia (Persero) or PT KAI. PT KAI is a state-owned enterprise (SOE) that provides a rail transportation service and has several subsidiaries, namely KAI Services, KAI Airport, KAI Commuter, KAI Tourism, KAI Logistics, and KAI Property (Kereta Api Indonesia, n.d.).

According to PT KAI, the presence of Chinese foreign workers in the KCIC fast train project can be beneficial for KAI because this company will receive a guarantee of transfer of knowledge from Chinese workers working on the fast train project. It will also assist the development and operation of Indonesia's future rail transportation system. In addition, the presence of foreign Chinese workers can help PT Kereta Api Indonesia (KAI) improve the quality of the local workforce by working with foreign workers through training and education programs (Cakti, 2022). This can improve Kereta Api Indonesia's (KAI) ability to efficiently manage high-speed rail projects in the future and operate the high-speed rail system.

2.1.4 Public Opinion Factors

In the formation of public opinion on government policies of using Chinese foreign workers in the Jakarta - Bandung fast train infrastructure development project, mass media has an important role, especially in

disseminating political messages to the public. Mass media also has the advantage of herding public opinion and can influence people's political behavior. In political communication, mass media also plays an important role in mobilizing and transmitting political messages between government institutions and society. In addition, it also influences the content of political messages through factors such as the influence of media workers, media organizations, and ideology. Hence, the mass media has a major contribution to shaping people's political understanding and behavior (Choiriyati 2019). According to William D. Coplin, the media can carry out three forms of framing: positive, neutral, and negative (Tamianda 2020).

The Jakarta-Bandung high-speed train infrastructure project is built with the aim of facilitating the mobility of Indonesian citizens traveling between the two cities: Jakarta, the center of industrial, commercial, and governmental activities, and Bandung, the capital of West Java Province and a tourist destination in Indonesia. This project is intended to attract people's interest in engaging in activities in both cities by providing easier transportation options between them. (Kadarisman 2018). In the process of building this fast train, foreign workers from China are employed which has had positive and negative responses from Indonesian society.

Several mass media outlets, such as articles and news reports, have responded to the entry of Chinese foreign workers in the construction of the Jakarta-Bandung high-speed train project by suggesting that it could pose challenges for local Indonesian workers. This has led to negative opinions among the public regarding the presence of foreign workers in the Jakarta-Bandung high-

speed train project. Some members of the community believe that the presence of Chinese foreign workers could create competition and diminish job opportunities for local workers in Indonesia because Chinese foreign workers possess skills and experience, especially in high-speed train construction, that exceed those of local workers (Chusna 2022).

Mass media outlets have also produced positive news regarding the entry of Chinese foreign workers into the Jakarta-Bandung high-speed train project, which can create a positive public opinion that Chinese foreign workers in the Jakarta-Bandung high-speed train project also play a role in efforts to improve the quality of local labor. The presence of Chinese foreign workers provides opportunities for Indonesia in terms of technology transfer and expertise transfer, aiding in the acceleration of the high-speed train development project. This positive response from the public is supported by those who agree with the new regulation enacted by the president in 2018, namely Presidential Regulation No. 20 of 2018, which can be beneficial in regulating the use of foreign workers in Indonesia to support inclusive economic growth and the development of local human resources (Saputra 2020). Therefore, the entry of Chinese foreign workers into the KCIC project is important for the development of human resources in Indonesia.

Some Indonesian people perceive that high-quality foreign workers are needed for the high-speed train project to support the construction of the Jakarta-Bandung high-speed train because foreign workers are seen to have relevant experience in this project. The high-speed train project is also seen as something new in Indonesia and is a sign that local workers still lack experience and have

different qualities in carrying out the work. On the other hand, society also responds that Chinese foreign workers also have a negative impact on local workers and the economic development in Indonesia because job opportunities that should be available to local workers are given to foreign workers, hindering the development of local workers that Indonesia has. This is due to differences in quality and job opportunities that hinder the development of local workers. In addition, language differences are also considered to be difficult for local workers to handle, strengthening the position held by both foreign and local workers.

CHAPTER 3

INTERNATIONAL CONTEXT AND ECONOMIC - MILITARY

FACTORS BEHIND KCIC PROJECT

In Chapter III, the author analyzes two factors from the decision-making theory popularized by William D. Coplin, namely international context factors and economic and military factors, and how these influenced the Indonesian government to grant permission for the use of foreign workers from China in the Jakarta - Bandung Fast Train or Fast Train Indonesia China (KCIC) construction project. According to Coplin, the international context relates to the conditions of a country, the goal of foreign policy, and the influence of other countries that are relevant to the problem (Coplin, 2003). Economic and military conditions are a country's economic and military capabilities as a part of foreign policy instruments (Coplin 2003). The author discusses this factor more so from the economic field.

3.1. International Context

3.1.1 Geographical Factors

Indonesia's geographical location has many features that make it a strategic place for investment. Indonesia is a strategic country to become an international trade route because it is located in a cross position between two continents, namely the Asian continent and the Australian continent, and is located between the Indian Ocean and the Pacific Ocean, besides Indonesia is a vast archipelago with more than 17,000 islands, making it the largest archipelago in the world. This strategic position gives it an advantage in managing global trade routes. It supports trade in goods and becomes an important factor in

logistics and energy transportation, given Indonesia's wealth of natural resources, especially oil and gas (Geography, n.d.). Indonesia is also in a very important geostrategic position because it has four maritime routes. These four routes, the Malacca Strait, Lombok Strait, Sunda Strait, and Ombai Strait, fall under Indonesia's maritime jurisdiction. This gives Indonesia significant sea access control between two oceans and two continents.

According to data from the Ministry of Transportation of the Republic of Indonesia, 90% of the world's trade routes pass through the sea and 40% of the trade passes through Indonesia (kementerian Perhubungan, n.d.). This has attracted foreign investment in Indonesia, especially from developed countries such as China. Indonesia's strategic geographical location as a major shipping lane creates significant investment opportunities. Developed countries are interested in investing in Indonesia because it can provide easier and more efficient access to facilitate their country's trade flows. Investment from countries, such as China, can be focused on port infrastructure development, logistics projects, and further economic cooperation.

As a country with high potential, Indonesia has considerable opportunities to cooperate with countries in the Asian region to build the economy and improve infrastructure development in Indonesia. China, as one of the countries in the Asian region, has good economic relations with Indonesia. In addition, Indonesia's geographical location has a strategic position and is in line with the Belt and Road Initiative (BRI) created by China. The BRI initiative is a global project that aims to expand infrastructure, trade and investment connectivity between China and various countries around the world.

Table 2 outlines the amount of Chinese foreign investment in Indonesia from 2015 to 2022:

Table 2. China's foreign investment in Indonesia

Years	Foreign Direct Investment Realization by Country (Million US\$)
2015	628,3
2016	2.665,3
2017	3.361,2
2018	2.376,54
2019	4.744,51
2020	4.842,4
2021	3.160,4
2022	8.226

Source: Central Bureau of Statistics 2015 - 2022

According to Coplin, the international context relates to the conditions of a country that become the focus of foreign policy, and the influence of other relevant countries on the issues faced (Coplin 2003). China considers Indonesia as a primary investment destination because Indonesia consists of 17,500 islands and its strategic location on one of the world's major trade routes. Indonesia's geographical position aligns with China's foreign policy, namely the Belt and Road Initiative (BRI). The geographical alignment of Indonesia with the goals and vision of the BRI Initiative, along with Indonesia's significant potential to benefit from cooperation with China in infrastructure, trade, and investment, makes it an attractive prospect. The increasing cooperation between Indonesia and China in investment can enhance knowledge transfer from Chinese workers.

3.1.2 Indonesia MoU with china in 2005 on Infrastructure and Natural Resources cooperation Factors

The MoU entitled "Memorandum of Understanding between the Government of the Republic of Indonesia and the Government of the People's Republic of China on Infrastructure and Natural Resources Cooperation" which was signed on April 25, 2005, is an agreement between Indonesia and China strengthening cooperation between the two countries in the fields of trade, economy and technology based on the principle of equality and mutual benefit between the two countries. The Government of the Republic of Indonesia and the Government of the People's Republic of China, realize the existence of common interests to enhance bilateral cooperation, especially in the field of infrastructure development and natural resources. Therefore, this Memorandum of Understanding (MoU) was made to strengthen and deepen cooperation between the two countries.

This Memorandum of Understanding explains the framework and areas of cooperation for the benefit of the two countries, namely Indonesia and China, which are divided into five articles. In the first article of this MoU, two points of the purpose of this collaboration are explained: the purpose of this Infrastructure development to improve the planning, financing, and implementation of infrastructure projects not only in the fields of transportation, but also energy, and telecommunications, and the purpose of cooperation in natural resource management - to encourage responsible activities in sectors such as forestry, mining, and fisheries.

The second article of the MoU discusses the modalities of cooperation, which can be explained in three points. The first point discusses that the two cooperating countries must create a committee consisting of representatives of relevant ministries and institutions to oversee the process of implementing the MoU that has been agreed upon by the two countries. The second point discusses consultation and communication for projects implemented by the two cooperating countries. The last point discusses how the two governments can provide opportunities for private and public partnerships to create infrastructure development projects and natural resource management.

The third article of the MoU discusses the implementation and financing of cooperation between the two countries. In this cooperation process, the parties must encourage the relevant departments and institutions of both countries to provide the necessary policies and facilitate appropriate financing for the implementation of the project. The fourth article explains four points of capacity building and technology transfer in developing infrastructure projects. At the core of these four points is that the parties are committed to facilitating capacity-building programs and the transfer of technology or manpower from both parties in relevant fields to strengthen the capabilities of institutions and personnel involved in infrastructure and natural resource projects. The last article is that the term of this MoU commences upon signing and remains in force until the present time (Treaty kemlu, 2005).

3.1.3 One Belt One Road (OBOR) Factors

In 2013, Chinese President Xi Jinping announced the One Belt One Road (OBOR) as a major Chinese economic development project that aims to increase connectivity and cooperation with countries across Asia, Africa, and Europe. The project focuses on investments in infrastructure, building materials, railways, highways, automobiles, real estate, power grids, iron, and steel (Pasaribu, Saputro, and Prakoso 2023). One Belt One Road (OBOR) is China's national economic strategy, part of a grand plan to expand the ancient Silk Road or traditional East-West trade corridor. The "One Belt-One Road" concept is a combination of two initiatives, namely the Silk Road Economic Belt (SERB) and the 21st Century Maritime Silk Road (MSR). The Silk Road Economic Belt is a land route that aims to connect China's western underdeveloped provinces with Europe via Central Asia. Meanwhile, as a sea route, the 21st Century Maritime Silk Road aims to connect China's rich coastal provinces with Southeast Asia to Africa through ports and railways (Singh, 2016).

The One Belt One Road (OBOR) project was conceived by China's Ministry of Commerce as an export solution for the steel manufacturing sector in western China. However, it succeeded in becoming China's foreign policy to create an economic pathway by integrating the geopolitical and geoeconomic power of middle-power countries in Europe, Asia, and Africa, with China as the main center (Sari, 2017). OBOR has developed more broadly, focusing on the trade economy sector and development cooperation on land and sea. Over time, China has realized that the One Belt One Road (OBOR) project involves not only the Silk Road Economic Belt (SERB) but the 21st Century Maritime Silk Road

(MSR). It also encompasses all initiative dimensions, including investment in infrastructure projects, economic cooperation, and cross-border connectivity. Therefore, the term "Belt and Road Initiative" (BRI) was created to provide a more accurate picture of the purpose and scope of the One Belt One Road (OBOR) project. The "Belt and Road Initiative" (BRI) project has the main characteristics of countries that require large investments to improve transportation and logistics infrastructure development, especially for developing countries such as Indonesia (Raiser 2019)

The Belt and Road Initiative (BRI) project built by China is in line with the Infrastructure development project in Indonesia, namely the construction of the Jakarta - Bandung fast train project. BRI also has a High-Speed Railway (HSR) Project which is one type of infrastructure project promoted by the Belt and Road Initiative (BRI) (S. Anam and Ristiyani 2018). China's commitment to invest in infrastructure projects through the BRI is a good opportunity for Chinese railway companies to expand overseas market networks. In addition, the High-Speed Railway (HSR) symbolizes China's technological progress as China has successfully built the world's largest High-Speed Railway (HSR) network and developed a globally competitive railway company. Indonesia has been one of the beneficiary countries of the BRI, with a major focus on infrastructure development.

According to Coplin, the international context of politics emphasizes that policy-making can be influenced by a sense of common interest between the two countries (Alfarezi 2023). China invested in Indonesia to develop this infrastructure because the development of the Jakarta - Bandung fast train is in

line with the new policy made by China, namely BRI. China's investment is very helpful for Indonesia in increasing economic development, especially in the field of infrastructure development. Thus, the cooperation between the two countries reflects that Indonesia is a suitable country to reach the goals of the BRI Policy and the need for infrastructure development in Indonesia.

3.1.4 Turnkey Project Factors

Turnkey Project Management is part of China's foreign policy and ambition to take over its role and expand its influence in the Asian region, including Indonesia. Turnkey Project Management is a work contract that has been agreed upon in carrying out the investment offered by China with a one-package system starting from funding with a preferential buyer credit system that is often offered by China to developing countries to obtain cooperation in the field of infrastructure. Chinese companies investing in infrastructure projects can offer lower interest rates or payments with a long period of time to the party receiving the investment. In addition, the Chinese side provides the materials, machinery, and equipment needed for the project, ensuring that the necessary resources are thoroughly available. The last package system is the expert labor, as many as even millions of Chinese workers will be brought to work on the project (Zaid Khoiri, 2022)

In this Turnkey Project policy, China sending its workforce to work on projects to countries that receive investment from China can have several strategic advantages, namely opening up opportunities to expand its political and economic power around the world. China can strengthen its diplomatic relations and business networks with countries that receive investment by sending its

workforce. Labor dispatch can also help China strengthen industrial competitiveness, expand market share, and obtain cheaper human resources in destination countries. In addition, labor dispatch can also help China acquire new technologies and knowledge from recipient countries, which can promote industrial development and innovation at home. Labor dispatch is one of the important strategies for China in achieving its economic and geopolitical goals globally.

Turnkey Project Management (TPM) is an investment scheme China relies on to implement the Belt and Road Initiative (BRI) program. Turnkey Project Management can be one of the tools to enhance the economic integration of infrastructure development financing, especially high-speed rail projects. China's Turnkey Project foreign policy also encourages its domestic companies, both state-owned and private, to actively participate in overseas investment and improve the global market. As such, China's Turnkey Project policy reflects the country's ambition to become a leader in international economic and infrastructure development.

Indonesia is one of China's main investment destinations for Turnkey Project Management (TPM). China's increased investment in Indonesia can be seen from the country's goal to improve connectivity and infrastructure development, which can support economic growth and strengthen bilateral relations between the two countries. China's commitment to invest through the Turnkey Project Policy is an opportunity for Indonesia to fast track infrastructure development (Badaruddin and Octavia 2018).

The application of the Turnkey Project Policy in this fast train development project allows Indonesia to get ready-to-use fast train infrastructure. During this development process, China is responsible for the entire development process of the Jakarta - Bandung fast train project and has the right to use the workforce from its own country for all aspects from planning to operationalization. After the Jakarta - Bandung fast train project has been constructed, the project will be handed over to the government for operation (Nawiyah and Puar 2020).

Table 3. Foreign Workers in Indonesia

Country of Origin	Number of Foreign Workers	Percentage
China	52.331	46,83%
Japan	11,191	10.01%
South Korea	9.912	8.87%
India	6.982	6.24%
Philippines	4.480	4.00%
Malaysia	4.430	3.96%
United States	2.364	2.11%
Australia	2.022	1.80%
United Kingdom	1.942	1.73%
Singapore	1.567	1.40%

Source: Ministry of Manpower 2022

Based on data from the Ministry of Manpower in 2022, the most foreign workers in Indonesia came from China, namely 52,331. For the Indonesian state,

the Turnkey Project Policy of bringing its workforce to work in the country where China invests benefits Indonesia because the presence of foreign workers, especially Chinese foreign workers, is a form of technology transfer. Technology transfer is very important for developing countries because it is one of the keys to accelerating economic growth and sustainable development. Based on data from the Ministry of Manpower, 2000 Chinese foreign workers are working on the Jakarta - Bandung fast train infrastructure development project (kementerian ketenagakerjaan, 2020). In addition to the benefit of technology transfer in this project, Chinese foreign workers can make a major contribution to accelerating the completion of this project. Chinese foreign workers have extensive experience in infrastructure development, including transportation systems such as fast trains. These workers can also strengthen bilateral relations between Indonesia and China. Cooperation in the field of labor can be the foundation for further cooperation in various sectors such as trade, investment, and culture. Thus, the presence of Chinese foreign labor in Indonesia not only provides economic benefits but also deepens the relationship between the two countries and strengthens their cooperation in the long run.

3.2. Economic Condition

3.2.1 Economic Indonesia and China

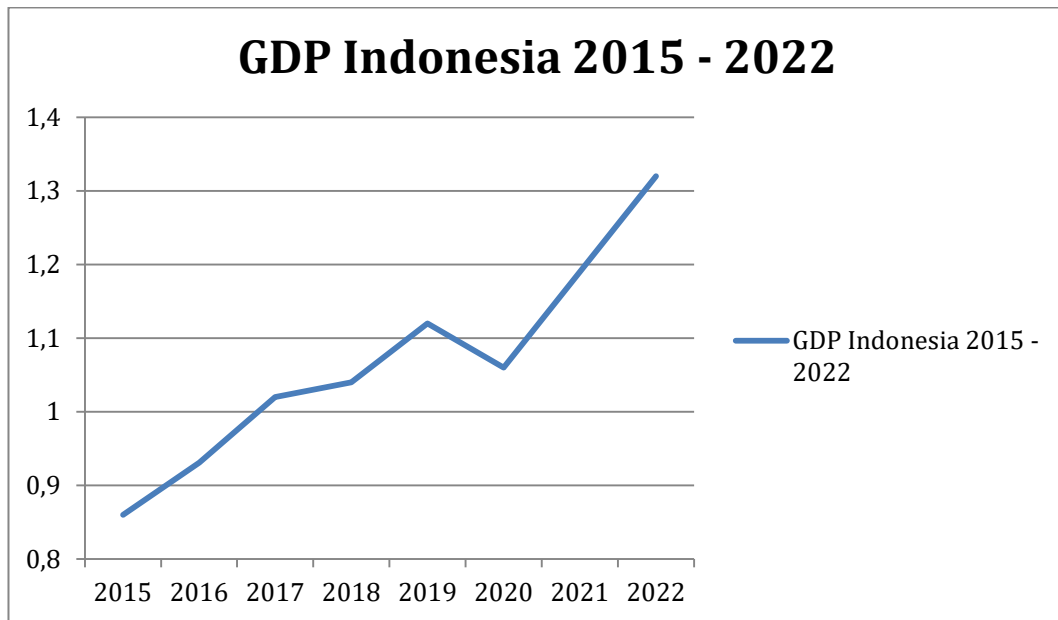
Indonesia is the largest economy in Southeast Asia because it is a diverse archipelago (Word Bank 2022). Its rich natural resources, including agriculture, forestry, mining, and the marine and fisheries sector, contribute significantly to the economy. Indonesia is a major producer of agricultural products such as palm oil, coffee, and rubber, and has abundant mineral and coal reserves. It is also one

of the countries included in the association of 20 major countries that have a large GDP, better known as the group of twenty (G20). The G20 is a multilateral cooperation forum consisting of 19 major countries and the European Union (EU). The G20 represents more than 60% of the people on Earth, 75% of global trade, and 80% of gross domestic income (GDP) (Bank Indonesia 2022). Members of the G20 include South Africa, the United States, Saudi Arabia, Argentina, Australia, Brazil, India, Indonesia, the United Kingdom, Italy, Japan, Germany, Canada, Mexico, the Republic of Korea, Russia, France, China, Turkey, and the European Union (indonesia.go.id 2021).

Indonesia is the only ASEAN country that is included in the G20 and is ranked 16th out of 20 nations (“G20 Countries Ranking 2024 - GDP, Population Standings,” n.d.). Indonesia's GDP reached 1.06 trillion US dollars in 2020. Its ranking among G20 member countries is determined by economic conditions which usually refer to the size of the country's Gross Domestic Product (GDP). Indonesia has made a significant contribution to the world economy, although not the largest.

According to World Bank data, Indonesia's GDP from 2015 to 2022 increased even though there was the COVID-19 pandemic in 2019 and it was a little less stable in 2020. However, this was handled by the Indonesian government and in 2021, the Indonesian GDP increased again. The following is a graph of Indonesia's GDP from 2015 to 2022.

Graphs 1. GDP Indonesia 2015 - 2022



Source: The Word Bank 2015 - 2022

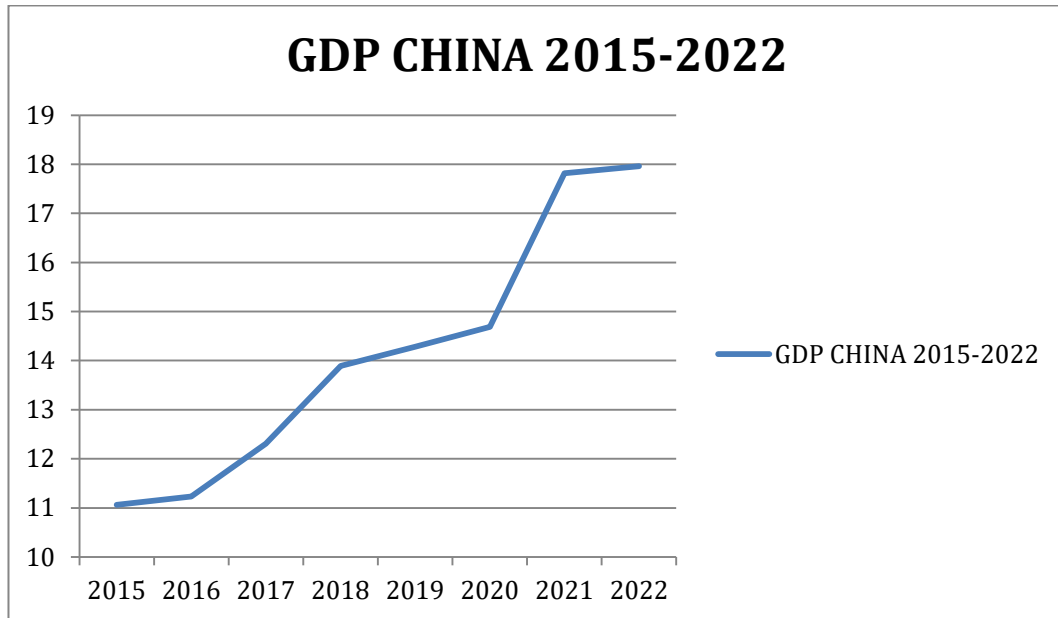
As seen in the graph above, Indonesia's economic conditions are quite stable and have achieved a fairly high growth rate in the midst of increasingly fierce economic competition. In the graph above, Indonesia's GDP in 2015 reached US\$ 860.85 billion, 931.88 billion in 2016, 1.02 trillion in 2017, 1.04 trillion in 2018, 1.06 trillion in 2019, 1.06 trillion in 2020, 1.19 trillion in 2021 and 1.32 trillion in 2022 (World Bank, n.d.).

This increasing economic growth is inseparable from the role of the government which has provided convenience and various supporting policies related to investment, infrastructure, and facilitated businesses in Indonesia so as to increase the amount of domestic demand and increase the production of goods and services. Thus, Indonesia's contribution to world GDP continues to increase every year (Fauziana 2014).

Compared to Indonesia, China is one of the most developed countries in the world economy. China is one of the countries that has succeeded in improving its country's economy after experiencing a financial crisis by increasing large investments in infrastructure, such as the development of transportation networks that can help the mobility of goods and people (Seung-Soo 2016). The impact of these investments has greatly contributed to China's economic growth. China is an example of economic development providing tangible benefits to a large number of its population by changing their social and economic status.

The increasing economic growth of China has made it one of the main economic powers in the world, especially in manufacturing, international trade, and technology. China has become the second largest economy in the world with a value of \$US 14 trillion (Pramono 2021), and a GDP 14.69 trillion in 2022. China is ranked 3rd in the G20, but this still shows that China has a very significant economic role and competes strongly with the United States, which is often ranked first in various economic indicators in the G20. With this position, China has a great impact on the global economy and plays an important role in the international economic area.

Graphs 2. GDP China 2015 - 2022



Source: The World Bank 2015 - 2022

Based on the graph above, China's GDP was US\$ 11.06 trillion in 2015, 11.23 trillion in 2016, 12.31 trillion in 2017, 13.89 trillion in 2018, 14.28 trillion in 2019, 14.69 trillion in 2020, 17.82 trillion in 2021 and 17.96 trillion in 2022 (World Bank, n.d.). This graph indicates that China's GDP has increased every year from 2015 to 2022.

China and Indonesia are two countries with enormous economic potential, evident from the continuous growth of their GDPs. However, Indonesia's GDP still lags far behind that of China. As a developing country, Indonesia still requires more advanced transportation technology such as high-speed trains to boost its GDP. To facilitate infrastructure development with Indonesian transportation technology, the country needs more investment to drive its economic growth. China, as one of the world's largest economies and renowned for its transportation technology, can invest in Indonesia and bring its skilled

workforce that has experience in developing transportation technology, as Indonesia's workforce still lacks experience in building technologies such as high-speed trains.

CHAPTER 4

CONCLUSION

4.1 Conclusion

Indonesia is a developing country that is still increasing economic growth. To increase the economic growth of the Indonesian state, it is necessary to increase infrastructure development. One of the types of infrastructure that the Indonesian government wants to build is the development of transportation infrastructure, namely the Jakarta - Bandung fast train project. With this development, economic activity can increase and ultimately will increase regional economic growth. It will also help the mobility of people in Indonesia.

In the process of developing the Jakarta - Bandung fast train infrastructure project, there has been an irregularity in the use of foreign labor from China. The existence of foreign labor from China in this fast train development project is caused by the Indonesian government's policy making in using foreign labor in the construction of the fast train. The government saw that the local Indonesian workforce is still lacking in terms of the construction of fast trains, whereas the foreign workers from China are experienced in carrying out this construction work. In addition, foreign Chinese labor can also transfer technology to local labor in Indonesia. Foreign workers from China can also help to realize the Indonesian government's desire to accelerate the development of fast train infrastructure in Jakarta - Bandung with the aim of maximizing the potential for economic and tourism activities in the areas around the cities of Jakarta and Bandung.

Coplin's Policy Making Theory can be used to explain the reasons why the Indonesian government has adopted a policy of using Chinese foreign labor in the fast train project through Coplin's three policy-making factors: domestic political factors, international context factors, and economic and military factors. These three factors can influence government policy-making in the use of Chinese foreign labor in the Jakarta-Bandung high-speed rail project.

Table 4. Summary of Analysis

NO	Variable	Sub variable	Explanation
1	Domestic political factors	Political Parties	<ol style="list-style-type: none"> 1. In making the policy of using Chinese foreign workers in the Jakarta-Bandung high-speed train project, there were positive and negative responses from political parties. 2. The pro political parties were the National Democratic Party (Nasdem) and the Golkar party. 3. The parties that opposed the policy-making to use foreign labor in the Jakarta - Bandung fast train project are the Indonesian Democratic Party of Struggle (PDIP) and the Prosperous Justice Party (PKS).

		Bureaucratic	<ol style="list-style-type: none"> 1. Indonesian ministries are one of the factors that monitor the use of foreign labor in the Jakarta - Bandung fast train project following the existing presidential regulations in Indonesia regarding foreign workers working in Indonesia. 2. President Joko Widodo issued Presidential Regulation No. 20/2018 on the Use of Foreign Workers to simplify licensing procedures related to foreign workers. President Joko Widodo assigned several relevant ministries/institutions that can provide support in the entry of Chinese foreign workers, especially in the construction of the KCIC project. 3. The influx of foreign Chinese labor in the KCIC fast train project is inseparable from two big names in Indonesia, namely Luhut Binsar
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			Pandjaitan and Budi Karya Sumadi.
		Influence of Interests	<ol style="list-style-type: none"> 1. There is a group interest in the entry of Chinese foreign workers in this project, namely PT KCIC, which uses Chinese foreign workers to work on the fast train project to accelerate the construction of the project. 2. PT Kereta Api Indonesia (KAI) is interested in Chinese foreign workers working on the high-speed rail project to assist in the development and operation of Indonesia's future rail transportation system.
		Public Opinion	<ol style="list-style-type: none"> 1. There have been positive and negative responses from the Indonesian people in regards to the influx of foreign workers working on the construction of the Jakarta - Bandung fast train project. 2. The positive response from the

			<p>community was the recognition that the use of foreign labor can accelerate the construction of this project and promote transfer of technological knowledge to the local Indonesian workforce</p> <p>3. The negative response was that foreign workers from China can take employment opportunities from local workers, causing an increase in unemployment.</p> <p>4. The formation of public opinion occurs because of the role of the mass media.</p>
2	International context factors	Geographical conditions	<p>indonesia's geography is in line with the destination of china's foreign policy, namely BRI, so that it can increase china's investment in indonesia, one of which is china's investment in the fast train project. through this investment, workers from china can come to cooperate in the transfer of knowledge from</p>

			china's workers..
		MOU	The MOU is one of the factors in Indonesia's policy to allow foreign workers from China to work on the Jakarta-Bandung high-speed rail project. This MOU states that when China invests in infrastructure, it may bring its workforce to work on the project.
		The One Belt One Road (OBOR)	The One Belt One Road (OBOR) project can strengthen bilateral relations between China and Indonesia in the infrastructure sector. Within the framework of One Belt One Road (OBOR), China can offer significant investment and technical assistance for projects such as high-speed trains, thus increasing the need to use foreign labor from China..
		Trunkey Project	The Jakarta - Bandung high-speed train project uses China's policy of

			investment in a recipient country, namely the Turnkey Project scheme. China is responsible for the entire process of building the Jakarta - Bandung high-speed train project and has the right to use labor from its own country across all aspects from planning to operationalization.
3	Economic and military conditions	Economic Factors	Indonesia uses Chinese foreign labor in the Jakarta - Bandung fast train project because China's is well known for its technology, especially in the construction of fast train projects. This allows Indonesia to be confident in the decision to allow the use of foreign workers from China who are experienced.

4.2 Recommendation

Based on the author's observations regarding the Indonesian government's policy of using foreign labor from China in the construction of the Jakarta-Bandung fast train, there are several recommendations that the author can convey.

The first is for the Indonesian government to further strengthen regulations regarding the entry of foreign workers so that foreign workers do not take employment opportunities for local workers. and the second is based on the author's experience in the research process and the search for data regarding foreign workers from China in the process of building fast trains for Indonesia China (KCIC) is still incomplete.

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