

Analysis of The Existence of One Belt One Road Investment (China) on Environmental Impacts in Indonesia

Piero Ridwan Saputra¹, Muhammad Iqbal Baiquni²

craftyridwans146@students.unnes.ac.id¹, m.iqbalbaiquni@students.unnes.ac.id²

Faculty of Law, Universitas Negeri Semarang, Indonesia¹²

Abstract. This article examines the environmental ramifications of the One Belt One Road (OBOR) initiative in Indonesia. OBOR, a transcontinental development effort spanning 149 countries, aims to enhance connectivity and collaboration across Asia, Africa, Europe, and Australia. Indonesia views OBOR as pivotal for economic growth and maritime ascendancy, fostering investments from China. While OBOR promises advanced infrastructure, concerns arise over its consequences. Positive outcomes include infrastructure projects such as the Bitung port in North Sulawesi and Kuala Tanjung port in North Sumatra, fostering economic development. However, the construction of ports and sea highways negatively impacts local fishermen, who must venture farther due to increased maritime activity and larger waves. Furthermore, toll roads built over sea waters pose threats to mangrove ecosystems. This underscores the complex interplay between economic aspirations, environmental preservation, and sustainable development within the OBOR initiative.

Keywords: Investment Law; OBOR; China; Indonesia

1 Introduction

The Initiation of One Belt One Road (OBOR) is a form of cooperation that aims to build trade routes between the Chinese government with countries worldwide. OBOR is a form created from a globalization phenomenon due to a borderless effect for every country it goes through. The main focus of OBOR is investment in infrastructure development, including steel, power gridiron, real estate, railways, highways, cars, and construction materials. OBOR is an infrastructure development that arises through the China State Ambition Connectivity project. Through the construction of sea and land transportation routes from African, European, and Asian countries that are interconnected, using the ideology of socialism and communism, China started the development of its country. On October 1, 1949, the People's Republic of China was founded and announced by Tse-tsung. After that, Mao Tse-Tsung died in 1978. Then the Chinese communist party, with Deng Xiaoping and the world capitalist powers, carried out trade liberation activities to increase the Chinese economy. Deng Xiaoping also said that being

successful or prosperous is a noble thing. The quote does look simple and, at first glance, has no effect, but the value contained in the message has succeeded in influencing China to commit and not hesitate to invest. Over the past decades, the most significant investment made by the Chinese government has been the One Belt, One Road initiative.

There are two main principles in OBOR; the first is a trade route or silk economy, which refers to one belt, one Road; the trade route covers the lane from China, namely the stage-based silk route, South Asia, Central Asia, East Asia, Europe and the Middle East which highways, new pipelines, and rail lines will support. At the same time, One Road leads to the 21st Century. A sea-based silk road that interconnected countries in Southeast Asia, Europe, the Middle East, Africa, South Asia, and China is referred to as the Maritime Silk Road. A German geographer and explorer who first introduced the term Silk Road, the name of the German explorer was Ferdinand von Richthofen is the individual who coined the term "Seidenstrasse" (Silk Road) or "Seidenstrassen" (Silk Routes). The Silk Road was a historic network of trade routes that gained official recognition during the Han Dynasty and facilitated trade between Asia and Europe from 130 BC to 1453 AD. During the Han Dynasty (206 BC-220 AD), silk played a pivotal role and was utilized as a diplomatic gift to strengthen relations with other kingdoms. Traders from foreign lands who journeyed to mainland China brought Roman glassware, Indian cotton textiles, spices, perfumes, gemstones, and woolen textiles, with a particular interest in Chinese silk fabrics. To meet this demand, China began silk production, and these routes eventually evolved into significant pathways for trade, communication, and transportation across Eurasia. In later eras, this intricate network became known as the Silk Road.

The construction of the One Belt One Road initiative is grounded in empirical, historical, and practical considerations. Historically, the Silk Route had long served as a significant trade route, and China sought to revive this historical legacy. From an empirical perspective, the Chinese people have inherited values of cooperation, inclusive peace, openness, mutual benefit, and continuous learning from generations along the Silk Road, contributing to the country's prosperity. In practical terms, the global and domestic conditions have become increasingly complex, with weak world economic growth. As a response to these challenges, China initiated the reconstruction of the Silk Road, known as the One Belt One Road (OBOR) initiative. The primary goal was to facilitate mutually beneficial cooperation among countries along the route, helping them address international economic, social, and political challenges. The OBOR initiative represents China's effort to gain a strategic advantage, and it has resulted in significant transactions amounting to billions of dollars. Countries worldwide, particularly the 64 nations directly connected to the OBOR regions, have enthusiastically embraced this initiative.

Indonesia views the One Belt One Road (OBOR) initiative as a crucial means to enhance its economic prospects through infrastructure development, largely driven by Chinese investments. Furthermore, OBOR aligns with Indonesia's aspirations to establish itself as a prominent global maritime hub. In this partnership, both nations seek to leverage OBOR for economic growth and the advancement of their respective infrastructure networks. Overcoming these obstacles is paramount for Indonesia to attract and retain Chinese investment in OBOR projects. Addressing infrastructure shortcomings, streamlining bureaucratic procedures, providing legal assurance, and investing in human resource development are essential steps toward fully realizing the potential benefits of OBOR in Indonesia.

2 Method

The research author uses writing this article to apply a qualitative approach regarding secondary data sourced from several published journals, articles, news articles, and books, as well as collecting documentation and press releases that have been collected from various official government websites or organizations that are interrelated with the title of the research. The purpose of using qualitative methods as a research method for writing scholarly works by this writer is to explore and describe the moment or phenomenon being studied; one belt one road has advantages and challenges in the maritime field for Indonesia's national interests; the literature study is part of the source data collection used in this study. The literature study was obtained from several official web journals, books, and documents related to initiating one belt and one road. The concept used in analyzing the data that has been obtained is the concept of maritime security and national interest. Quoted in Nazir's book entitled 'Research Methods' literature study can be interpreted as collecting as much information as possible from the research that has been carried out; this information is about the topic to be discussed through various sources of literature, for example, journals, articles, dissertations, theses, books and other sources that are mutually sustainable. There are different opinions, namely from Sugiono; Sugiono said that the study of literature is a cultural norm and value contained in a social environment which is usually examined using scientific, theoretical, and other mutually sustainable references. The writing that the writer uses in this paper, the writer uses the inductive method. What is meant by the inductive method is to use facts and cases as a foundation. The theory used in research is only as a support. Thus, theories that are not appropriate can often be refuted or modified because social theory is not absolute.

3 Result and Discussion

3.1 Existence of One Belt One Road Investment in Indonesia

International projects are divided into various fields, including the social, political, economic, and cultural fields and others. The most profitable cooperation that can be assessed in real terms is cooperation in the economic field; the one belt, one road development step is a form of development project carried out by the Chinese state which cooperates with countries in parts of the world that aim at development, namely development that what this means is the construction of trading lanes which in ancient times residents or traders from Europe often passed to go to China. The Indonesian state understands the importance of one belt one road as infrastructure development in terms of increasing the economy in the country, namely through Chinese State Investment, not only that the goal of the Indonesian state is to become the world's maritime axis fully supported by the Chinese State through One belt on this road. Regarding this project, the two countries, namely China and Indonesia, are using one belt on one road to build more advanced infrastructure, which is meant in international projects, namely efforts to be implemented in gaining strength.

The new silk road or commonly known as one belt one road. The purpose of establishing this silk route was to increase economic projects between countries in the Southeast Asian region and China; the efforts made by this Chinese state in facilitating this economic performance became the main thing with the increasing political influence of the Chinese state, which was indicated as a potential rival for countries in Central Asia region. The perspective in these indications can be seen from the political movements influenced by Asian countries regarding the goal of maintaining relations between China and Russia.

Meanwhile, strengthening relations between countries in the Southeast Asian region, South Asia, and China is the goal of forming the maritime Silk Road, commonly known as one belt, one road. One of its efforts is to emphasize the security of maritime trade routes regarding its cooperation (Fahrizal:2019).

The Indonesian investment coordinating body, known as BPKM, has outlined four key objectives for the One Belt One Road (OBOR) or Chinese state investments in the country. These objectives include electronic applications, smelters, the beverage industry, and most importantly, infrastructure development. The OBOR initiative in Indonesia is not solely driven by the Chinese state, but even a relatively small amount of Chinese capital has a significant impact on infrastructure development, which in turn contributes to the growth of the Indonesian economy. This collaboration between China and Indonesia extends to various fields, with a particular focus on infrastructure and economic development. The cooperation is expected to continue and strengthen each year, especially as they work together on the construction of the OBOR projects. The significance of this cooperation is evident in the rise of China's ranking as the second-largest source of investment in Indonesia, in partnership with Hong Kong, in 2017. This achievement came after surpassing Japan, with Singapore holding the first place. The investment flowing into Indonesia, particularly in the infrastructure sector, reflects China's commitment to realizing the OBOR initiative and its positive impact on Indonesia's economic progress and development.

The One Belt One Road (OBOR) investment initiative, due to its expansive scope, presents several distinct challenges, which can be categorized into three main areas: 1) Intense Global Competition: One of the primary challenges lies in the fierce competition among countries in the regions affected by OBOR. This competition can involve economic rivalry, trade disputes, and efforts to secure influence and strategic advantages. 2) Security Concerns: Security issues in the regions along the OBOR routes can pose a significant challenge. These concerns may include political instability, terrorism, and conflicts that can disrupt infrastructure development and investment. 3) Internal Weaknesses of the Chinese State: China's internal challenges, such as regulatory hurdles, corruption, and bureaucratic inefficiencies, can affect the successful implementation of OBOR projects. The OBOR initiative must be understood within the broader context of the global strategic environment, where China faces various geopolitical dynamics. For example: The United States aims to pivot its foreign policy focus toward Asia, which may involve efforts to counterbalance China's influence in the region; Russia seeks to regain its dominance in the South Asian region, potentially leading to competition and geopolitical complexities; India, as a close regional competitor to China, may view OBOR as a challenge to its interests and geopolitical influence. These significant countries, driven by their own geopolitical and geoeconomic interests, may perceive the OBOR initiative as a potential threat and take actions to safeguard their interests, including containment efforts against China's expanding initiative. Managing these geopolitical dynamics and addressing the challenges associated with OBOR will be crucial for its successful implementation.

The offer made by the Chinese State to the Indonesian State is handsome. The offer is in the form of the Chinese State providing additional funds for infrastructure development in Indonesia, a total of 90 percent of its general needs. Because of the attractive offers from this one-belt one-road investment, the Indonesian president, namely President Jokowi, will help realize the world maritime axis. Improvements in sea connectivity through infrastructure development can be implemented by building seaports and highways. The 21st Century

Maritime Silk Road, which is a core port, has an important role, namely handling ships and cargo; as a seaport not only handles ships and cargo at the core port, it also fulfills the needs of human resources. The Maritime Silk Route offers valuable projects for Indonesia, particularly focused on infrastructure development and integration. Two significant infrastructure projects are the development of the Bitung port in North Sulawesi and the port in North Sumatra, specifically in Kuala Tanjung. These projects are designed to promote economic equality among regions, particularly those outside of Java Island, which has traditionally been more developed. In addition to port construction, another promising investment project supported by the One Belt One Road (OBOR) initiative is the construction of a sea highway. The sea highway has the potential to significantly reduce logistics costs for domestic trade across the Indonesian archipelago. This reduction in costs can help ensure that basic necessities are more readily available throughout the country, fostering greater equality in access to essential goods and services. Moreover, these infrastructure improvements can stimulate economic growth in regions outside of Java. This growth can help narrow the economic disparities between different parts of the country. With robust infrastructure in place, it becomes easier to market and trade Indonesian export products along the OBOR route, thereby benefiting from enhanced connectivity and economic opportunities. Ultimately, these initiatives have the potential to contribute to reduced economic inequality and enhanced economic development across Indonesia.

In general, the OBOR 21st Century Maritime Silk Road route carried by China has only created the potential for Indonesia in the field of maritime economy, especially investment for maritime infrastructure development. Through OBOR, the Indonesian government can potentially obtain investment sources for financing and developing maritime infrastructure from AIIB. Specifically for Indonesia, China provides tempting offers to fund several infrastructure projects for around 90% of the required costs (Suropati, Sulaiman, & Montratama, 2016). The amount of investment from OBOR will certainly help President Jokowi's vision of realizing the World Maritime Axis. The Indonesian government requires funds of Rp. Four thousand seven hundred ninety-six trillion to fund infrastructure development during 2015-2019. However, of this amount, only 40% can be supported by the APBN and APBD (Ramadhan, 2017), so the development scheme offered by OBOR through AIIB can be a source of funding for the Indonesian government. So, through AIIB, the Indonesian government can obtain the funds it needs from China's assistance and share the budget among other partner countries with the same mission: building infrastructure in line with the maritime silk route. (Tinni, 2016).

In the context of enhancing sea connectivity and maritime trade along the 21st Century Maritime Silk Road, infrastructure development plays a crucial role. This development involves the construction of sea ports and highways to facilitate efficient transportation and trade logistics. The key ports along this maritime route serve as vital hubs for handling cargo, managing ships, and meeting the human resource needs of the maritime industry. Indonesia, as a participant in the Maritime Silk Road initiative, has embarked on significant infrastructure projects to support this vision. Two noteworthy projects are: Port of Kuala Tanjung in North Sumatra and Port of Bitung in North Sulawesi.

Not only the port building process, there is another investment project related to the one belt one road, namely the construction of a toll road on the sea route. The sea highway project was built in order to reduce the costs of domestic logistics trade throughout the archipelago. Which resulted in the fulfillment of all the basic needs that exist in the country. In the same time. The

economy will continue to develop and progress outside Java. This resulted in a reduction in disparities between regions. Therefore, the existence of a complete infrastructure, will be able to increase the percentage of success in terms of trading and marketing of export products, along the one belt one road lane in Indonesia. And also can prevent the occurrence of disparities among regions.

Not only that, cooperation projects in infrastructure development between China and the team in the Maritime Indonesia State can be beneficial for the government in terms of development and development of the tourism sector specializing in the eastern region which requires the availability of facilities and infrastructure for sanitation, accommodation, transportation, consumption, health , as well as information centers, trade facilities and integration services. There is quality infrastructure development, foreign tourists or local tourists will tend to be more interested, because that is the goal in increasing the country's foreign exchange. Empowerment of local people which results in minimal regional income disparities in eastern Indonesia.

The potential of the OBOR initiative can be harnessed to serve Indonesia's national interests because it aligns with the World Maritime Axis vision. This alignment encompasses three of the five core pillars within the World Maritime Axis vision: maritime connectivity, maritime economy, and maritime culture. The development of maritime infrastructure is anticipated to enhance connectivity across Indonesia's extensive archipelago, which, in turn, will positively impact the nation's maritime economic activities. This infrastructure network can be leveraged to expedite the development process and promote more equitable development outcomes, ultimately leading to an upsurge in Indonesia's economic growth. Furthermore, Indonesia is actively engaged in infrastructure development through collaborations with China. This cooperation can be utilized by the government to advance and cultivate Indonesia's maritime sector, particularly in the realm of tourism. Eastern Indonesia, in particular, stands to benefit from improved infrastructure, including transportation and information centers, which would undoubtedly pique the interest of both foreign and domestic tourists. This, in turn, could bolster Indonesia's tourism sector, empower local communities, and contribute to reducing income disparities in the eastern part of the country.

In summary, the potential of OBOR can be harnessed to advance Indonesia's national interests in alignment with the World Maritime Axis vision. This alignment covers key aspects such as maritime connectivity, economic growth, and the promotion of maritime culture. The development of maritime infrastructure holds the potential to enhance connectivity across the Indonesian archipelago, drive economic activities in the maritime sector, and expedite overall development, thereby fostering Indonesia's economic growth. Additionally, focusing on a maritime-based economy through maritime tourism can help cultivate a maritime culture among the Indonesian population.

There is a map of the maritime silk route in Indonesia, which can be illustrated that there is one belt and one road point passing through the territory of Indonesia; regarding this, it can be interpreted that there are several essential points that are very clear where the Natuna islands are regulated in UNCLOS 1982, namely United Nations Convention on the law sea. But the international legal recognition of the Natuna waters, which are in the archipelago territory of the State of Indonesia, is still unable to block other countries from carrying out illegal activities in the Natuna waters. An example of what recently happened is China blocking Indonesian

officers from securing the Kway Fee 10078 ship from China which is suspected of carrying out illegal fishing in the Natuna waters.

From the incident above, an agreement was issued between the Chinese Government and the Indonesian foreign minister because the Indonesian foreign minister protested to the Chinese Government, which was caused by illegal fishing activities in the Natuna Waters. Problems often occur in no tuna waters in Indonesia; these problems arise due to IUU or illegal, unreported, unregulated fishing. The State of Indonesia, through DFW, namely Destructive Fishing Watch, stated that even though the MMAF claims that the study has succeeded in reducing IUU fishing activities in the Natuna Sea, in reality, throughout 2017, there were at least 94 fishing criminal offenses by foreign fishing vessels. This number is the highest figure compared to the previous year. The violations generally occur when entering the Indonesian territorial sea and foreign ships' crew. With the existence of OBOR, there is a concern that IUU fishing activities will increase due to the increasing shipping activities. Maritime defense and security cannot be separated from the problem of vulnerability at sea. From the complexity of maritime security issues in the Indo-Pacific, the Global Maritime Axis and OBOR synergy should be built to form a joint maritime security system in dealing with threats from non-traditional actors such as piracy, smuggling, illegal fishing, and disasters at sea. This joint security system should ideally be inclusive, involving all interested countries with the country's leading sector that controls the sea area being watched.

The Indonesian state responds to disputes arising from the South China Sea based on the preamble of the 1945 Constitution concerning national goals, in addition to its active role in maintaining peace as a principle that the Indonesian state upholds, the existence of the Indonesian state in efforts to resolve disputes in the South China Sea is an act that is Based on awareness of the geographical configuration of the South China Sea, it can be interpreted that the influence arising on Indonesia's sovereign territory will be very significant if the existing security in the South China Sea continues to increase. This is reinforced by China's ability to use the TORCH as a tool of economic diplomacy which theoretically means it can lead to China's national interest in defense, namely complete control of the South China Sea. China's ability itself can be seen in the form of aggressive Chinese policies.

Policies in the field of defense can be a pioneer of other policies that every country typically implements, especially in matters relating to policies aimed at developing the economy in a country and foreign relations. Why did this happen in planning for defense? There needs to be a foundation that must be prepared orderly. Because an immature defense can become a threat if the defense is based on uncertainty, foreign relations politics, and strategic environmental dynamics as well as national security variables from the development of defense in the country's strategy; because of that, there are several possibilities state must take into account from existence of a foreign policy of other countries. The situation mentioned above applies to the existence of one belt one road in Indonesia, namely China, which aims to unite countries in the Asian region in one economic lane that will be interconnected from east to west through this one belt one road. The "connectivity" effort favored by OBOR will make Indonesian territory one of the paths traversed by OBOR points and guard that China will increase its defense posture and project power in the South China Sea. This will result in many defense-related policy preferences that need to be considered in order to safeguard Indonesia's sovereignty.

3.2 The Impact of One Belt One Road on the Environment

Development has a noble goal: to improve people's welfare in all aspects of human life. Infrastructure development, in particular, has a significant and urgent role in spurring community economic growth at the national and smaller local levels, as well as alleviating unemployment, poverty, and of course, universal welfare goals. Infrastructure development is the process of developing areas with potential, which are the heart of economic centers, industry, regional economy, regional economy, and so on. Even though it impacts economic growth and the welfare of many people. Today, there are many cases of environmental damage in the form of pollution, loss of beautiful environmental habitats, and other things that cause the loss of the function of the environment itself. There are some things including landslides, flash floods, irritant pollution by wastes, damage to trees and green areas, threats to animal species because their habitat areas are damaged, and a number of other damages. The result of this tremendous development is none other than the massive infrastructure development for industrial needs as a result of the growing understanding of world capitalism.

OBOR or the abbreviation of (One Belt One Road) or now better known as BRI (Belt Road Initiative) is touted as the Modern Silk Road initiated by China, the economic giant from Asia, which has managed to compete with the nomination of the United States. The giant project One Belt One Road (OBOR) is a form of project-made economic growth efforts specifically to increase connectivity and cooperation in countries such as Asia, Africa and Europe to Australia. OBOR is a long-term investment, an ambitious transnational and transcontinental commercial project covering at least 149 countries. Through this project, China has the ambition to rebuild its heyday based on the most influential silk route in the world through land and sea connectivity. Not without purpose, the construction of this project is allegedly aimed at the economy of countries as long as this project is integrated. The Belt Road Initiative project was first initiated by Chinese president Xi Jin Ping and began to be realized on March 28, 2015 by the Chinese Authorities. In relation to Indonesia itself, 23 Memorandums of Understanding (MoU) were signed between Indonesian and Chinese business people at the Belt Road Initiative (BRI) II Summit in Beijing at that time.

The development of connectivity projects in the form of trade and economic routes on land and in the maritime sector clearly illustrates that this project is not in the same class as an ordinary project but is an expansion of a world giant project. Development, which covers 149 countries among 194 countries, means that it almost covers most of the area on this earth; of course, it has impacts and consequences on the environment, ecosystems, and nature both on land and in the sea, which are large and wide.

In development, it significantly influences the environment and creates several significant impacts, which can have a good or bad impact. The excellent impact of development is very much needed, especially in poor and developing countries, for the prosperity of its population in all aspects. Where are remote, rural, and border areas within the local scope to be elevated? Connectivity from development also supports the distribution of industrialization so that the standard of living of the people of a country can gradually improve. In addition, the rate of development of economic growth will also be increasingly raised. Not to mention the industrial benefits in the agricultural sector are also important. Items of clothing, food, boards, and other human needs and requirements are also increasingly transformed. Global connectivity is in the ideals of the Belt Road Initiative (BRI) development project, especially the promotion of connectivity to the continents of Asia, Europe, and Africa. With this connectivity, developing and strengthening partnerships between countries through which OBOR passes is possible. Apart from that, it is also to manage all dimensions, networks, and manifest development that is directed, verified, independent and balanced. The OBOR program is a giant long-term investment of every country in infrastructure development. Because in the framework of giving

birth to this ambition, China, as the initiating country, inevitably needs to build roads, railways, airports, seaports, and airports. Power plants and telecommunications networks. Development is more focused on countries in Asia, East Africa, East Europe, and the Middle East covered by the Silk Road.

The idea of developing an extensive infrastructure involving a large area. Even though it has a good impact, it is good to see massive economic growth and development flow as in China's OBOR investment projection. However, several impacts and consequences in the environmental sector cannot be avoided. The development of investment projects on a large scale causes the sacrifice of productive lands. In addition, it also causes high soil degradation. We can see various forms of adverse impacts from China's long-term OBOR project investment on the environment as follows: Land and Sea Ecological Damage

The rapid and massive development in a number of countries, such as the OBOR project in particular. Exploitative and extractive development is the cause of a rapid increase in earth's temperature up to 1.5 degrees Celsius in 2018 referring to the results of the Intergovernmental Panel on Climate Change (IPCC). Ecological damage itself is the destruction of all the environment, ecosystems, plants, animals, water and air pollution. Exploitation and development of natural resources for the sake of giving vent to human desires for life has caused a bad inferior impact in the form of ecological damage. The environmental damage mentioned here is caused by human factors, such as the long-term investment project " Belt and Road Initiative "(BRI or B&R), translated into Chinese and previously referred to as "One Belt, One Road" or OBOR, abbreviated in Chinese English. Seeing its development on a map along the land route known as the Silk Road Economic Belt. This route attaches China to Central Asia, Eastern Europe and Western Europe.

If we look at the development projections above, that will be and are being carried out by China. Many BRI primary corridors are recorded as crossing ecologically vulnerable areas and areas. More and more connections in Eurasia bypassing this understanding can mean cutting this natural environment through miles and miles of roads and rails. Disturbing like that will threaten plants and animals in the ecosystem, not to mention the livelihoods of those living in the strip area.

A 2017 report by theory, based on data from international organizations, identified 1,739 protected bird habitats and Key Biodiversity Areas with significant risk. Additionally, it may affect over 265 extinct species. One is the Janis tiger and Saiga, whose extinction is threatened. By expanding access to forests that are not yet hidden, as opposed to implementing adaptive security, the environmental impact of the Bri corridor can be very significant, increasing the likelihood of hunting and deforestation in the area. This maritime route is also known as the 21st Century Maritime Silk Road. The road will stretch along the southern coast of China, reaching the Mediterranean, Africa, Southeast Asia, and Central Asia. This sea route will initially connect China with Southeast Asia, Indonesia, India, and the peninsula. Arabia, Somalia, Egypt, and Europe stretch through the South China Sea, the Straits of Malacca, the Indian Ocean, the Bay of Bengal, the Arabian Sea, the Persian Gulf, and the Red Sea. The term "Belt and Road" used in the draft of this initiative looks pretty confusing to many. The term "belt and road" refers to a network of maritime roads, whereas roads lead across the ocean. Marine pollution (sea and environmental pollution) is one of the consequences of China's construction of a transboundary sea road under the "Belt and Road" initiative. The large number of ships passing through this route disrupts the life systems of marine ecosystems. In addition, the results of ship burning waste, such as materials and materials and waste, remain during ship transportation. This is, of course, very visible to the marine ecosystem and along with it. Contamination of the sea, either directly or indirectly, to the bottom of the marine environment

causes various adverse effects such as the destruction of aquatic life ecosystems, which is detrimental to human health, disturbing the sustainability of activities at sea, including fishing. (UNCLOS. 1982) This basis will of course have a negative impact on the habitat and ecosystem of marine biota and cause a decrease in the quality of coastal habitats. If the threat of pollution is not immediately responded to correctly, it can have consequences such as the spread of negative consequences for human life and the biota in it.

The existence of sea lanes, such as sea highways, has a negative impact on the massive construction of ports to support movement around the sea highways. Because of the many constructions of this port, fishermen with smaller boats have to go farther out to sea and face several other challenges, one of which is the activity of large sea waves that can threaten the fishermen themselves. In addition, the presence of toll roads over sea waters also affects the survival of mangrove ecosystems. After the existence of the sea highway, it caused a decrease in the movement of sea currents. On the other hand, the area is also experiencing enormous sedimentation movements. The material generated from sedimentation that has deposited affects the existence of these mangrove trees. (Abdul: 2016).

In short, the rampant massive development causes a number of ecological damages as follows: The concerns you've raised regarding China's Belt and Road Initiative (BRI) and the potential exacerbation of climate change are important considerations. The BRI is indeed a massive infrastructure development project that spans many countries and has the potential to significantly impact the environment. Here are some key points to consider:

1. **Infrastructure and Climate Change:** The infrastructure developed under the BRI, such as roads, ports, railways, and energy projects, can contribute to increased greenhouse gas emissions. For example, the construction and operation of coal-fired power plants in some BRI countries can add to carbon emissions.
2. **Climate Change Adaptation Costs:** As you mentioned, climate change adaptation costs for infrastructure are expected to rise significantly. This is because infrastructure is vulnerable to climate-related risks like sea-level rise, extreme weather events, and flooding. Properly addressing these risks requires substantial investments.
3. **Sustainable Infrastructure:** The way infrastructure is designed and constructed can mitigate its environmental impact. Encouraging sustainable practices, such as using renewable energy sources, reducing emissions, and considering climate resilience in infrastructure design, can help minimize the negative effects.
4. **International Cooperation:** Climate change is a global challenge that requires international cooperation. Encouraging China and other BRI participating countries to adopt sustainable and climate-resilient infrastructure practices can be essential.
5. **Balancing Development and Climate Goals:** Balancing the need for economic development and poverty reduction through infrastructure with climate change mitigation and adaptation goals is a complex challenge. It requires careful planning, technology transfer, and financial support for green and sustainable infrastructure projects.

6. **Transparency and Accountability:** Ensuring transparency and accountability in BRI projects is crucial. Transparency helps assess the environmental impact of these projects and holds countries and corporations accountable for their actions.
7. **Global Responsibility:** While BRI plays a significant role, it's essential to recognize that climate change is a global issue. Actions to combat climate change should not focus solely on one initiative but should involve international efforts to reduce emissions and promote sustainable development.

In conclusion, addressing the potential environmental impact of infrastructure development, including projects like the BRI, is a pressing concern. It requires a global commitment to sustainable and climate-resilient infrastructure, as well as efforts to reduce emissions and adapt to the challenges posed by climate change. Balancing economic development with climate goals is a complex task that requires cooperation and innovative solutions.

4 Conclusion

The OBOR, or the abbreviation of (One Belt One Road) now better known as BRI (Belt Road Initiative), is touted as the Modern Silk Road initiated by China, the economic giant from Asia, which has managed to compete with the nomination of the United States. The giant One Belt One Road (OBOR) is a form of project-made economic growth effort to increase connectivity and cooperation in countries such as Asia, Africa, and Europe to Australia. OBOR is a long-term investment, an ambitious transnational and transcontinental commercial project covering at least 149 countries. Through this project, China has the ambition to rebuild its heyday based on the most influential silk route in the world through land and sea connectivity. Not without purpose, the construction of this project is allegedly aimed at the economy of countries as long as this project is integrated. The Indonesian state understands the importance of one belt one road as infrastructure development in terms of increasing the economy in the country, namely through Chinese State Investment, not only that the goal of the Indonesian state is to become the world's maritime axis fully supported by the Chinese State through One belt on this road.

Regarding this project, the two countries, namely China and Indonesia, are using one belt on one road to build more advanced infrastructure. The positive impact of the existence of this one belt one road is that the maritime silk road offers a project for Indonesia, namely infrastructure development; the infrastructure development is in the form of the Bitung port located in North Sulawesi and the port located in North Sumatra to be precise in Kuala Tanjung. The development of the two ports aims to create economic equality between regions, especially in areas outside Java Island. Apart from port construction, another investment project that can be implemented through OBOR is the construction of a sea highway.

However, the existence of sea lanes, such as sea highways, also negatively impacts the massive development of ports to support movement around the sea highways. Because of the many constructions of this port, fishermen with smaller boats have to go farther out to sea and face a number of other challenges, one of which is the activity of large sea waves that can threaten the fishermen themselves. In addition, the presence of a toll road over seawater also affects the survival of the mangrove ecosystem. After the existence of the sea toll road, it causes a decrease

in the movement of ocean currents. On the other hand, the area is also experiencing enormous sedimentation movements. The material generated by the sedimentation that has been deposited affects the existence of these mangrove trees.

References

- [1] Investment Coordinating Board (BKPM), "Investment Realization PMDN- PMA Quarter IV and January-December 2017," Jakarta: BKPM, 2018.
- [2] Prof. Dr. Hasjim MA Djalal, "65 Years of Indonesia-China Relations in 65 Years of Indonesia-China Relations: Partnership for Peace and Prosperity," in Proceedings of the Embassy of the Republic of Indonesia, Beijing, 2016.
- [3] Muhammad Fahrizal, "Implementation of China's One Belt One Road (OBOR) Policy Concept within the Framework of Infrastructure Development Cooperation in Indonesia," *Journal of Diplomacy and International Studies*, vol. 02, no. 01, Riau, 2019.
- [4] Judge Abdul, "Analysis of Opportunities and Threats to Indonesian Maritime Security as an Impact of Strategic Environmental Developments," *Journal of Systems Analysis and Operations Research*, vol. 06, no. 1, 2016.
- [5] I. Kartini, "China's New Silk Road Policy and Its Implications for the United States," *Journal of Regional Studies*, vol. 03, no. 01, 2015..
- [6] Najamuddin Khairur Rijal, "Smart Maritime Diplomacy: Indonesian Maritime Diplomacy Towards a World Maritime Axis," University of Muhammadiyah Malang, Indonesia, 2019.
- [7] F. Ramadan, "Will the TORCH Initiative 'Light Up' Indonesia," *APBN Bulletin*, vol. II, no. 4, 2017.
- [8] U. Suropati, Y. Sulaiman, and I. Montratama, "Sail the Ocean with the Dragon: The Synergy of the World Maritime Axis and the 21st Century Maritime Silk Road," Jakarta: PT Elex Media Komputindo, 2016.
- [9] S. K. Tinni, "Indonesia's interest in joining the Asian Infrastructure Investment Bank (AIIB)," Yogyakarta: Makassar Muhammadiyah University, 2016.
- [10] R. Sari, "Prospects of the Modern Silk Road for the Indonesian Economy," *Brief Info Magazine: Economics and Public Policy*, vol. IX, pp. 14-15, 2017.
- [11] Sugiyono, "Quantitative Qualitative Research Methods and R&D," Bandung: Alfabeta, 2012.
- [12] M. Baiquni, "Revolusi Industri, Ledakan Penduduk Dan Masalah Lingkungan," *J. Sains & Teknologi Lingkung.*, vol. 1, no. 1, pp. 38–59, 2009, doi: 10.20885/jstl.vol1.iss1.art3.