



中国经济信息社
CHINA ECONOMIC INFORMATION SERVICE

Outlook for China-Indonesia Economic and Trade Cooperation 2022

中国-印度尼西亚经贸合作展望2022

China Economic Information Service of Xinhua News Agency
新华社中国经济信息社

September 2022
2022年9月

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印度尼西亚是东南亚最大经济体，中国是印尼最大贸易伙伴，也是印尼的第二大外资来源国。自2013年10月，中国领导人在印尼首次提出共建“21世纪海上丝绸之路”倡议以来，两国高层交往频繁，政治互信不断增强，各领域合作取得突破，以雅万高铁为代表的旗舰项目硕果累累。

2022年7月，佐科总统访华，两国元首明确了共建中印尼命运共同体的大方向，双方将以共建命运共同体为统领，持续深化政治、经济、人文、海上合作“四轮驱动”的双边关系新格局。双方还续签了“一带一路”与“全球海洋支点”构想合作谅解备忘录。中国与印尼同为发展中大国、重要新兴经济体，两国共同利益广泛，合作空间巨大。

一、中国与印尼经贸合作成果丰硕

（一）双边贸易额创新高

自2014年佐科执政以来，中印尼贸易合作不断加强。多年来，中国稳定成为印尼第一大贸易伙伴、进口来源和出口市场。中国是印尼棕榈油、煤炭、钢铁、燕窝等产品的最大买家之一，印尼的咖啡、热带水果已进入中国的千家万户。

中印尼双边贸易额（2016-2021）

（单位：亿美元）

年份	贸易总额	同比	中国进口	进口同比	中国出口	出口同比
2016	535.1	-1.3%	213.9	7.6%	321.2	-6.5%
2017	633.2	18.3%	285.5	33.3%	347.6	8.2%
2018	773.7	22.2%	341.6	19.6%	432.1	24.3%
2019	797.1	3.1%	340.6	-0.3%	456.4	5.7%
2020	783.7	-1.7%	373.7	9.5%	410	-10.2%
2021	1244.3	58.6%	637.6	70.1%	606.7	48.1%

数据来源：中国商务部

中国商务部发布的数据显示，2018年中印尼双边贸易额突破700亿美元，2019年增至797.1亿美元。2020年受新冠疫情影响，双边贸易额略有下滑，但仍高达783.7亿美元。2021年双边贸易额首次超1000亿美元，达到1244.3亿美元，同比增长58.6%，印尼成为中国在东盟的第四大贸易伙伴。

（二）投资合作领域不断扩大

自2013年“一带一路”倡议提出后，中国对印尼的投资大幅增加。自2019年以来，中国一直是印尼第二大外资来源国。

中国对印尼直接投资额（2016-2021）

（单位：亿美元）

年份	中国对印尼直接投资流量 (当年1-12月)	中国对印尼直接投资存量 (截至当年年末)
2016	14.6	95.46
2017	16.82	105.39
2018	18.6	128.1
2019	22.2	151.3
2020	22	179.4
2021	32	210

数据来源：中国商务部

中国商务部发布的数据显示，2019年，中国对印尼直接投资流量达突破20亿美元，2020年达22亿美元，2021年达32亿美元。截至2021年年末，中国对印尼直接投资存量约为210亿美元。中国对印尼的投资涉及矿冶、基础设施、制造业、数字经济、农渔业等广泛领域，在不锈钢、工业氧化铝、变压器等许多领域填补了印尼的有关技术空白。

印尼投资部发布的数据显示，2022年上半年，印尼累计落实外国投资310.4万亿印尼盾（约合207亿美元）。其中

位居前三位的外资来源（国或地区）分别为新加坡 67 亿美元、中国内地 36 亿美元、中国香港 29 亿美元。

（三）工程承包项目日益增加

印尼长期是中国企业对外工程承包的前十大市场之一。据中国商务部统计，2020 年，中企在印尼新签工程承包合同额 119.23 亿美元，完成营业额 71.21 亿美元。2021 年 1-6 月，中企在印尼新签工程承包合同额 46.3 亿美元，同比增长 25.7%。自“一带一路”倡议实施以来，中国在印尼先后承建了庞卡兰苏苏火电站、佳蒂格德水电站、明古鲁火电站、雅万高铁、巴丹托鲁水电站、风港电站、达延桥项、爪哇 7 号、南苏 1 号等一大批有代表性的项目，以及青山工业园、德龙工业园、西电变电器生产等大型项目，对推动中印尼务实合作，改善和提升当地基础设施水平发挥了重要作用。

（四）金融合作方兴未艾

货币互换维护金融市场稳定。印尼是东南亚最早与中国开展货币互换的国家之一。2009 年，中印尼签署双边本币互换协议，互换规模为 1000 亿元人民币 / 175 万亿印尼卢比。此后，双方多次续签协议。2018 年 11 月，中印尼本币互换规模提升为 2000 亿元人民币 / 440 万亿印尼盾。2021 年 9 月，中印尼正式启动本币结算机制，进一步扩大两国经贸往来中本币使用，促进双边贸易投资便利化。2022 年 1 月，两国续签双边本币互换协议，进一步深化中印尼货币金融合作。

亚洲基础设施投资银行助力印尼发展。印尼是东南亚获得亚投行贷款最多的国家。2014 年 11 月，印尼签署筹建亚洲基础设施投资银行备忘录，成为亚投行第 22 个意向创始

成员国。2016年6月，世界银行和亚投行宣布共同为印尼提供4.33亿美元融资用于贫民窟升级改造，其中2.2亿美元由亚投行承担。2017年，亚投行向印尼提供1亿美元贷款用于基础设施建设；2018年提供5亿美元用于经济旅游开发及灌溉项目；2020年提供20亿美元用于基础设施项目和应对新冠疫情，1.5亿美元用于卫星项目；2021年提供5亿美元应对新冠疫情，3.1亿美元用于东爪哇和巴厘岛的能源建设。

丝路基金为中印尼投资合作提供有力支持。2022年6月，丝路基金与印尼投资局签署投资框架协议，旨在构建长期互利共赢的战略伙伴关系，共同开发在印尼的投资合作机会。

（五）疫情防控合作成效显著

中国发生疫情后，印尼是最早向中国提供抗疫物资援助的国家之一。印尼发生疫情后，中国第一时间向印尼提供医疗物资援助、分享疫情诊疗防控经验。双方共同开展新冠疫苗三期临床试验合作，疫苗生产和药物研发合作成效显著。截至2022年3月，中国累计向印尼提供疫苗2.9亿剂，是对印尼提供疫苗最多的国家，为印尼在全国范围内正式启动疫苗接种奠定了坚实基础。与此同时，中方针对印尼建设东南亚区域疫苗生产中心的计划提出合作路线图，与印尼一同推进新冠疫苗研发和全产业链合作，拓展其他疫苗合作。此外，两国还建立了便利必要人员往来的“快捷通道”、开通重要物资运输“绿色通道”，助力两国重大合作项目复工复产，为推动印尼经济复苏和两国经贸合作提供保障。

二、中国与印尼经贸合作前景可期

（一）中印尼双边关系步入历史最好时期

2013年以来，中国与印尼关系全面深化，双方在“一带一路”及地区多边经济框架下的合作日益深入。

首先，两国领导人交往频繁，政治互信不断增强。2013年10月，中国元首出访东南亚国家，在首站印尼，首次提出建设21世纪海上丝绸之路，中印尼关系提升至全面战略伙伴关系。2014年，佐科总统上任后，提出将印尼建设成为“全球海洋支点”。2017年5月，佐科来华出席“一带一路”国际合作高峰论坛。2018年10月，两国政府签署共同推进“一带一路”和“全球海洋支点”建设的谅解备忘录。2021年6月，两国建立高级别对话合作机制。

自2013年以来，两国元首多次会晤。新冠疫情暴发以来，从2020年2月至2022年3月，中国元首六次应约同佐科总统通电话。2022年7月，佐科总统访华。两国元首一致认为，中印尼同为发展中大国、重要新兴经济体，共同利益广泛，合作空间巨大，前途命运相连。两国元首在会晤中明确了共建中印尼命运共同体的大方向，这是此访达成的最重要政治成果。双方将以共建命运共同体为统领，持续深化政治、经济、人文、海上合作“四轮驱动”的双边关系新格局。访问期间，双方还续签了“一带一路”与“全球海洋支点”构想合作谅解备忘录，签署了一系列合作文件，涉及信息、网络安全、疫苗、绿色发展、海洋、产品输华等多个领域。

其次，中印尼战略共识不断增多。一方面，印尼对中国认同加强。2022年6月，印尼国防部长普拉博沃在新加坡举

行的香格里拉对话会上表示，亚洲许多国家经历过殖民统治、大国剥削和遭受奴役，曾深受大国竞争的影响。印尼主张以“亚洲方式”解决国与国之间的分歧，国与国之间互相尊重对方的国家安全利益，相信中国会担负起责任，并认为美西方建立的联盟不应该威胁其他国家，必须考虑和尊重其他国家的利益。7月，国务委员王毅访问印尼期间，印尼表态支持并愿积极参与中国元首提出的全球发展倡议和全球安全倡议。印尼对华合作牵头人、海洋与投资统筹部长卢胡特表示，印尼中国关系具有战略意义和全球影响，两国开展全方位、宽领域、多层次合作，致力于打造命运共同体。

此外，印尼奉行独立自主的外交政策，反对美国建立排他性的地区机制，主张大国之间包容性合作，践行真正的多边主义，与中国积极维护和践行多边主义的理念相近。中方支持印尼作为二十国集团（G20）轮值主席国，推动世界主要国家探讨解决全球面临的粮食和能源危机。

（二）印尼经济发展潜力巨大

印尼是东南亚最大经济体、东盟重要创始成员国之一。近年来，印尼政治民主化稳步推进，国家局势稳定。在佐科总统领导下，印尼有效应对疫情，经济稳步复苏。目前，佐科总统支持率较高，预计将稳定执政至2024年大选。

印尼国内生产总值（GDP）

年份	名义 GDP 增速	名义 GDP 总量
2018	5.2%	1.04 万亿美元
2019	5%	1.12 万亿美元
2020	-2.1%	1.06 万亿美元
2021	3.7%	1.19 万亿美元
2022	5.4%	1.29 万亿美元

2023	6%	1.41 万亿美元
2024	5.8%	1.52 万亿美元

数据来源：国际货币基金组织

注：2022-2024 年数据为预测值

首先，印尼系列发展规划将促进形成新经济增长极。印尼政府 2011 年颁布的《2011-2025 年印尼经济发展总体规划》（MP3EI）提出，建设六大经济走廊，加强岛屿间的互联互通和人才培养。佐科 2014 年担任总统后，提出要将印尼打造为“全球海洋支点”战略，提出系列经济发展规划，其中包括：建设从雅加达至泗水全长 775 公里的“海上高速公路”；提出“印尼群岛钟摆”（Pendulum Nusantara）计划，拟将勿拉湾、雅加达、泗水、巴淡岛、望加锡和索龙六个港口连接起来；在爪哇岛外新建数个经济增长中心，推出 3 个国家级项目，促进形成新经济增长极，包括有潜力的大都会加速发展计划、城市和农村同步振兴计划、偏远和边境地区基础设施和基本服务加速发展计划。

其次，印尼远景目标将推动新兴领域投资和发展。2019 年 10 月，佐科连任总统。在就职演讲中，佐科提出“印尼要在建国 100 周年（即 2045 年）时成为世界前五大经济体之一”这一宏伟发展目标。届时，预计印尼 GDP 将达到 7.3 万亿美元，人均 GDP 达到 2.5 万美元。为此，印尼依托自然资源、消费潜力、劳动力等优势，加大对可再生能源、电动汽车、矿业下游高附加值产业、电子通讯、医疗卫生等新兴领域的投资和支持，大力推进“三北一岛（北苏门答腊、北苏拉威西、北加里曼丹和巴厘岛）开发计划”。

同时，印尼基础设施发展潜力大，新首都建设将吸引大量外国投资。佐科 2019 年开启第二任期后提出迁都计划，强

调要大力推动爪哇岛以外地区的经济发展，但新冠疫情的暴发延缓了迁都准备工作。根据规划，首都将从爪哇岛的雅加达迁至加里曼丹岛的东加里曼丹省。除政府核心功能外，新首都努山塔拉（Nusantara）将突出“绿色、低碳、智慧、可持续目标”，为制药、卫生健康和技术创新提供支持，打造“低碳超级中心”。2022年2月，佐科总统签署了关于迁都的2022年第3号法律。8月，新首都基础设施建设将开工。预计新首都建设至少需要320亿美元，但印尼政府只能出资19%，亟待私人和外国投资。

根据印尼财政部发布的数据，印尼2020-2024年基础设施建设规划的资金需求达4500亿美元，其中中央政府财政预计承担37%，地方政府和国企预计承担21%，其余的42%资金缺口（约1900亿美元）将通过与国内外私营资本合作进行融资。印尼为此专门设立主权财富基金及其投资管理机构，拟对收费公路、机场、港口、数字基建等进行战略投资。

（三）RCEP 有力推进中印尼经贸合作

2011年，时任东盟主席国的印尼首次提出区域全面经济伙伴关系协定（RCEP）倡议；2020年11月15日，包括印尼在内的东盟十国与中国、日本、韩国、澳大利亚、新西兰正式签署RCEP。目前，印尼正在推进对RCEP的批准程序。

RCEP的统一规则将给印尼带来更多的市场准入机会，在全球新冠疫情延宕反复的背景下，区域经贸合作升级可为印尼经济复苏进程增添新动力。RCEP作为一项重要区域协定，将与印尼现有的自由贸易协定网络相辅相成，扩大印尼的经济空间；将显著增加印尼商品、服务贸易及投资，加强印尼在区域供应链中的作用。印尼贸易部预测，RCEP实施5年内，

印尼出口将增长 8%—11%，外商投资将增长 22%。

RCEP 将有力推进中印尼经贸合作。在所有 RCEP 成员国中，印尼的贸易附加价值来源最多的是中国、日本和韩国。自 2013 年以来，中国已连续 9 年成为印尼最大的贸易伙伴。自 2019 年以来，中国已连续 3 年成为印尼第二大外资来源国。可以预见，RCEP 将显著促进中国与印尼之间的自由贸易，两国将在各自的优势领域迎来许多新的合作机会。

RCEP 成员之间的经济结构具有高度互补，构成互惠互利的自贸区域。在当前全球经济面临困难的背景下，RCEP 将有力提振各方对经济增长的信心，并显著提升东亚区域经济一体化，促进区域产业链、供应链和价值链的融合。同时，后疫情时期，中国“双循环”新发展格局将为区域经济发展带来新的生机活力，RCEP 的签署将成为“双循环”新发展格局的有利支撑，对充分发挥印尼作为东南亚最大经济体的作用，提升企业国际合作竞争新优势，推动共建“一带一路”第三方市场合作等方面都将产生非常大的影响。

三、中国与印尼在多领域合作机遇广阔

（一）中国与印尼合作的“黄金机会”

佐科总统 2022 年 7 月对中国的出访备受关注，印尼学者和媒体称此访是双方合作的“黄金机会”。随后，两国将加快制定双边关系发展新的五年行动计划，两国经贸合作将进一步深入发展，基建、制造业、能矿、数字经济、绿色经济、海洋经济将给双方合作带来新机遇。

1. 基建合作有望进一步提升

印尼是群岛国家，但各主要岛屿之间联通不畅，基础设

施建设滞后严重制约其经济增长和投资环境改善。从爪哇岛外向爪哇岛运输物资的成本远高于印尼直接从周边国家进口等现象已屡见不鲜。近年来，印尼政府意识到加强基建是经济增长的重要保障。中印尼交通基础设施合作空间大。自佐科政府启动迁都计划以来，新首都及印尼东部地区的大规模基础设施建设需求将成为中印尼合作的潜在亮点。

陆路方面，印尼公路全长 34 万公里、铁路总长 6458 公里（雅万铁路建成后将是国内首条高铁），爪哇、苏门答腊陆路运输较发达，其中铁路主要集中在爪哇岛。至 2020 年底，印尼已建成高速公路 2346 公里（占公路总里程约 0.7%）；政府计划到 2024 年将高速公路总里程扩展至 4761 公里。同时，未来几年政府计划新建 3258 公里的铁路网，重点是在爪哇发展南部铁路以及贯通南北的铁路线，并逐渐建设双向铁轨，在加里曼丹和苏拉威西进行铁路运输调研及准备工作，并考虑在雅加达、泗水、锡江和万鸦佬地区建设城轨。

航空方面，印尼各省市及偏远地区均已通航，全国有 179 个机场，其中 23 个达到国际标准。但印尼主要机场的基建设施难以满足日益增长的航空运输需求，政府计划新建 15 个机场，并在 6 个地点建设物流运输机场。

海路方面，印尼有各类港口 1241 个，主要港口 33 个。雅加达的丹绒不碌港和泗水的丹戎佩拉港为国内主要国际港，年吞吐量约分别为 420 万个标准箱和 140 万个标准箱。目前，印尼港口建设面临资金短缺问题，难以满足 40% 以上国际贸易通过海路运输的需求。政府正逐步放宽对港口控制，计划允许私人机构通过 BOT 等方式建设和管理港口。

电力方面，印尼逾 80% 的电力依赖化石燃料取得。2021 年，印尼电力总装机容量约为 5000 万千瓦，用电普及率不到

75%。佐科第二任期后，印尼大力推动清洁能源发展，计划到2025年将可再生能源占一次能源供应的比重提升至23%。从2031年起，政府将分阶段清退煤电厂，逐步完善电池能源储存系统，并在岛际内外之间建立连接系统，开发使用智能电网及智能电表，2055年停用煤电。同时，印尼积极推动核电建设取得突破，计划在2045年使用核能发电，2060年全国电站装机容量将达到35吉瓦或3500万千瓦。

2022年7月，中国能建葛洲坝国际公司与印尼国家电力公司签署印尼上西索堪抽水蓄能电站建设项目合同。这是印尼首座抽水蓄能电站。项目由中国能建葛洲坝国际公司作为牵头方与韩国和印尼公司组成联营体进行施工总承包，由世界银行与亚投行提供联合融资支持。该项目将为印尼创造近千个就业岗位，培养一批专业水电工程管理人员，提高用电高峰时期发电能力，助力印尼实现能源转型脱碳。

2. 制造业合作大有可为

印尼制造业主要有纺织与服装、电子、木材加工、钢铁、机械、汽车、纸浆、纸张、化工、橡胶加工、皮革、制鞋、食品饮料等。其中，纺织与服装是重要出口行业，产业链完整，主要在爪哇岛；食品饮料在制造业中占GDP比重最高。2018年，印尼发布《印尼工业4.0综合路线图》，将食品与饮料、纺织与服装、汽车、电子、化工确定为工业4.0的五大优先产业。其中，汽车制造业发展潜力巨大。

印尼是东盟国家最大汽车消费市场和第二大汽车生产基地，但人均汽车保有量较低，发展空间较大。佐科政府着力推动电动汽车生产。佐科表示，印尼镍矿资源量丰富，有望成为全球锂电池生产大国之一，在电动汽车产业供应链中

发挥关键角色，建成东南亚的电动汽车制造中心。到 2025 年，印尼电动汽车产量将占全国汽车总产量的 20%。

2022 年 8 月 8 日，由中国汽车品牌五菱印尼工厂生产的首台新能源汽车——五菱 Air EV 在位于印尼西爪哇省勿加泗的五菱工业园下线。五菱印尼在当地创造了 1 万多个就业岗位，积极响应了印尼政府绿色经济规划。据上汽通用五菱印尼公司总经理石国勇介绍，印尼政府已指定该品牌新能源汽车为今年 11 月在巴厘岛举行的二十国集团峰会官方用车。

3. 矿业合作有较大空间

印尼矿产资源丰富，分布广泛。其中，镍储量和产量位居世界第一；锡矿储量和产量居世界第二；铝土矿储量和产量世界第六；铜储量居世界第七位，产量居世界第十二位；稀土金属和锂发展潜力巨大。

印尼严格限制或禁止原矿出口，大力吸引外资推动矿业下游产业发展，增加矿产资源附加值。佐科政府将增加和改善矿产加工设备、提高冶炼技术作为矿业发展主要政策，以发展本土产业链。目前，印尼拥有 19 座冶炼厂，其中 13 座为镍冶炼厂。未来，政府计划投资 80 亿美元兴建 17 座新冶炼厂，预计到 2023 年，印尼将有 53 座冶炼厂运营。

2021 年 12 月，中国有色金属建设股份有限公司与印尼矿业巨头阿曼矿业公司签署了 90 万吨铜冶炼厂项目合同。2022 年 6 月，中国恩菲与印尼大型工程建设企业 PT PP 组成联合体总承包的印尼 CNI 镍铁项目一期工程开工。

4. 数字经济发展空间巨大

印尼国内大部分地区已普及互联网，互联网用户数量可观且不断增长。全球移动通信系统协会信息组织（GSMA

Intelligence) 发布的数据显示, 2021 年至 2022 年期间, 印尼的移动互联网用户增加了 1300 万, 增幅约为 3.6%。据英国公司“我们擅长社交”(We Are Social) 发布的数据, 2022 年初, 印尼互联网用户达到 2.047 亿人, 比上年增加 210 万, 互联网普及率为 73.7%, 为东南亚互联网用户增长最快的地区之一, 其中 1.914 亿为社交媒体用户。

佐科政府高度重视互联网经济。2017 年以来, 政府先后发布《电子商务路线图》和《2021-2024 年数字路线图》, 确定数字转型与旅游、数字贸易、数字金融服务、数字媒体和娱乐、数字农业和渔业、数字房地产和城市、数字教育、数字健康、行业数字化和政府机构数字化为十大发展领域。

受新冠疫情影响, 从 2020 年开始, 印尼电子商务迅速扩张, 数字经济产值约 440 亿美元, 对全国 GDP 的贡献率为 4%。目前, 印尼有近 2 亿用户通过移动设备网购, 占全国零售总额的 20%, 其中使用电子钱包支付的占 29%。

2020 年, 数字经济占印尼 GDP 的 4%, 数字经济交易额约 445 亿美元, 印尼政府预计到 2030 年数字经济将占 GDP 的 18%, 占到东盟数字经济的 40%, 成为东盟第一大数字经济体。但印尼带宽较小、网速较慢, 4G 尚未完全覆盖印尼农村, 互联网市场发展潜力巨大。

2021 年下半年以来, 印尼 3 个全国性移动运营商——印尼电信公司 (Telkomsel)、印尼卫星通讯-卡塔尔电信通信公司 (Indosat Ooredoo) 和 XL 电信公司 (XL Axiata) 获得政府批准, 开始在国内开展 5G 商用, 覆盖雅加达、泗水等 13 个城市的特定住宅区和热点地区, 诺基亚以及中国的中兴通讯和华为公司为印尼 5G 的密切合作方。但由于 4G 业务尚未全面普及, 目前印尼政府正专注于扩大 4G 覆盖面, 着手破

解地区发展不平衡、基础设施建设滞后、互联网服务费用较高以及缺乏数字经济专业人才等发展瓶颈。

5. 绿色经济是新兴合作领域

发展绿色经济是佐科政府的主要经济政策之一，也是2022年印尼担任G20主席国的重要议程之一。2016年，印尼批准了包含国家自主贡献（NDCs）承诺的巴黎协定，设定了2030年依据自身能力将温室气体排放量减少29%，在国际社会支持下降低至41%的目标。此后，印尼政府又制定《2021—2060年净零排放能源过渡时期线路图》和《印尼低碳和气候弹性2050长期战略》，发布碳经济价值总统令、起草绿色金融框架，大力推动绿色经济发展。

印尼计划在2030年实现碳达峰、2060年实现净零排放。届时可再生能源预计将生产85%的能源，核能将生产14%。为实现能源转型，印尼需至少投资1.2万亿美元，但政府预算难满足需求，且当地银行融资能力有限，印尼的资源优势难以转化为能源优势，急需寻求私营企业及外资支持。

6. 海洋经济合作潜力大

佐科总统自2019年第二任期以来，中国与印尼海上合作持续拓展，维护海上稳定成为两国战略共识。两国一致认为，同为地区海洋大国，中印尼均致力持续深化和拓展海上务实合作。中印尼海上合作基金将支持实施“印尼海洋生态牧场”和“风能与太阳能互补海岛节能型海水淡化示范工程”项目，同意将“中国—印尼船舶交通管理（VTS操作员能力建设研讨会）”“中印尼海洋与气候中心发展二期”“中印尼近海海洋生态牧场技术合作研究”三个项目提交两国高级别对话合作机制会议审批立项；进一步探讨包括马鲁古

“国家鱼仓”在内的渔业全产业链合作等未来潜在项目。

2022年7月发布的《中国和印尼两国元首会晤联合新闻声明》中指出，双方将加强海洋领域各对口部门沟通，强化制度化安排，实施好海上合作基金项目，开展好印尼“国家鱼仓”项目等渔业合作，深挖海洋经济潜力。

（二）大型合作项目提供丰富商业机会

自2013年中国领导人在印尼提出建设“21世纪海上丝绸之路”倡议以来，中印尼“一带一路”合作不断深化，区域综合经济走廊、两国双园、雅万高铁等重大项目建设稳步推进。经济走廊、产业园区及高铁建设将进一步带动沿线产业发展，为中印尼合作带来新机遇。

1. 区域综合经济走廊

2017年5月，佐科总统访华时提出建设“区域综合经济走廊”倡议，即在印尼的北苏门答腊省、北加里曼丹省、北苏拉威西省和巴厘省建设综合经济走廊。此后两年，两国建立“区域综合经济走廊”建设合作联委会，签署走廊合作规划文件。2021年6月，两国交换《关于推进区域综合经济走廊建设合作的谅解备忘录》《关于建立区域综合经济走廊建设合作联合委员会的谅解备忘录》。相关经济走廊建设在稳步推进，将为两国企业在基础设施、电力、文化旅游、工业园区、电子商务、人力资源、绿色经济等领域提供合作机遇。

2. 两国双园项目

印尼政府高度重视工业园区建设，已共计批准建立131个工业园区。印尼工业园区建设呈现两大趋势：一是建设绿色工业园，如2021年11月开建的占地2万公顷的北加里曼

丹绿色工业园，为全球第一个绿色工业园；二是建设智慧生态工业园，推动工业园区数字基础设施建设和数字化转型。



这是位于福建福清的元洪投资区（无人机照片，资料照片）。新华社发

元洪投资区位于福清市东部福清湾畔，规划面积 60 平方公里，已开发 10 平方公里，为国家工业园区，已形成粮油食品、纺织化纤、轻工机械、能源精化四大优势产业。园区以“标准化”建设为契机，全力推动福州港松下港区元洪作业区、丰大全国骨干冷链物流基地、京东元洪食品数字经济产业中心、福建技术师范学院元洪校区等重大项目建设，已形成“走出去、引进来”合作项目 30 余个。其中，福建省船舶工业集团有限公司、胜田食品有限公司等与印尼三林集团已就渔业中心项目进行深度洽谈，初步达成合作意向。民丹工业园位于廖内群岛省首府丹戎檳榔所坐落的民丹岛，与新加坡隔海相望，距离新加坡仅 50 公里，海陆空立体交通体系完备，相关配套设施齐全，水电供应充足。园区面积 40 平方公里，产权归属印尼三林集团，现已建成 2.7 平方公里，已引进日本、新加坡、美国等外企入驻，主要投资电子电气、

汽车、精密仪器、生活用品等加工制造业。园区特色产业是清真制造，是印尼少数清真食品加工区之一，以满足全球对清真产品日益增长的需求。

阿维尔那工业园位于中爪哇省三宝壟市，距周边港口、机场和火车站均仅十几公里。园区规划开发面积 4.5 平方公里，产权归属印尼马龙佳集团。园区已建有部分基础配套设施，未来计划开发工业区、陆港、航空 MRO、商业区、休闲区等五大板块。中爪哇省及地方政府将给予免税期、税收抵扣等优惠政策，园区正在申报成为印尼自贸区。

巴塘工业园位于中爪哇省爪哇岛北侧，介于雅加达和三宝壟之间，区位优势优越，可直接通往收费公路、国家公路、火车站，距三宝壟国际机场 50 公里，并将建设国际港口。园区规划土地开发面积 43 平方公里，产权归属印尼政府，已被政府列为国家战略项目，有望成为经济特区。园区规划建设三大区域，即工业区（31 平方公里，首期开发 4.5 平方公里）、研发中心（8 平方公里）和休闲区（4 平方公里）。重点产业定位为化工、汽车、信息通信、纺织、食品饮料等加工制造业。据巴塘县投资促进机构 2021 年 12 月发布的信息，截至 2021 年 11 月底，巴塘工业园吸引投资额突破 4.9 兆盾（约 3.4 亿美元），这些投资来自荷兰、韩国和中国的 5 家承租企业。此外，另有 2 家承租企业将在今年底进驻，还有很多来自雅加达的潜在投资者正在排队中。

3. 雅万高铁项目

雅万高铁连接印尼首都雅加达和著名城市万隆，全长 142 公里，最高设计时速 350 公里，于 2018 年全面开建，是“一带一路”建设和中印尼务实合作的标志性项目。



2022年7月1日在印度尼西亚万隆拍摄的雅万高铁正线有砟轨道铺设施工现场（无人机照片）。新华社发（于忠宝 摄）

至2022年6月底，雅万高铁全线13座隧道全部贯通，涵洞工程全部完成，路基、桥梁、车站土建工程完成量均在90%以上，工程建设转入铺架施工阶段，预计2023年6月建成通车。项目建成后，雅加达到万隆耗时将由3个多小时缩短至40分钟，将大大降低万隆当地纺织品的运输成本，带动沿线工业区发展和配套产业带升级，为中印尼两国在数字经济、移动支付、生物制药等领域带来更多投资增长点。

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Outlook for China-Indonesia Economic and Trade Cooperation 2022

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Indonesia is the largest economy in Southeast Asia, and China is Indonesia's largest trading partner and second largest source of foreign investment. Since October 2013 when the Chinese leader first proposed the 21st Century Maritime Silk Road cooperation in Indonesia, the two countries have conducted frequent high-level exchanges, continuously cemented political trust, and made breakthroughs in cooperation in various fields, with fruitful results achieved in flagship projects, Jakarta-Bandung High-Speed Railway in particular.

In July 2022, President Joko Widodo visited China. The two heads of state clarified the general direction for jointly building a community with a shared future between China and Indonesia, based on which the two sides will continue to deepen political, economic, cultural and maritime cooperation to create a new pattern of bilateral relations. The two sides also renewed the memorandum of understanding on Belt and Road and Global Maritime Axis cooperation. China and Indonesia are both major developing countries and important emerging economies with extensive common interests and wide space for cooperation.

I.China-Indonesia economic and trade cooperation delivers fruitful results

(I) Bilateral trade volume hits record high

Since Joko Widodo came to presidency in 2014, China-Indonesia trade cooperation has been constantly strengthened. Over the years, China has been Indonesia's largest trading partner, import source and export market. China is one of Indonesia's largest buyers of palm oil, coal, steel, bird's nest and other

products. Indonesia's coffee and tropical fruits have been put on the table of numerous families in China.

Bilateral trade volume of China and Indonesia (2016-2021)

(Unit: bln U.S. dollars)

Year	Total Trade	YoY Change	Imports to China	YoY Change in Imports	Exports from China	YoY Change in Exports
2016	53.51	-1.3%	21.39	7.6%	32.12	-6.5%
2017	63.32	18.3%	28.55	33.3%	34.76	8.2%
2018	77.37	22.2%	34.16	19.6%	43.21	24.3%
2019	79.71	3.1%	34.06	-0.3%	45.64	5.7%
2020	78.37	-1.7%	37.37	9.5%	41	-10.2%
2021	124.43	58.6%	63.76	70.1%	60.67	48.1%

Source: Ministry of Commerce of the People's Republic of China

According to data released by the Ministry of Commerce of the People's Republic of China, the bilateral trade volume between China and Indonesia exceeded 70 billion U.S. dollars in 2018, and increased to 79.71 billion U.S. dollars in 2019. Due to the COVID-19 pandemic, the bilateral trade volume declined slightly in 2020, but still achieved 78.37 billion U.S. dollars. In 2021, it exceeded 100 billion U.S. dollars for the first time to 124.43 billion U.S. dollars, a year-on-year increase of 58.6 percent. Indonesia thus became China's fourth largest trading partner in ASEAN.

(II) Bilateral investment cooperation expanded to cover more areas

Since the Belt and Road Initiative was proposed in 2013, China has greatly increased its investment in Indonesia. Since 2019, China has been Indonesia's second largest source of foreign investment.

China's direct investment in Indonesia (2016-2021)

(Unit: bln U.S. dollars)

Year	China's direct investment flow to Indonesia (January to December that year)	China's direct investment stock in Indonesia (by the end of that year)
2016	1.46	9.546
2017	1.682	10.539
2018	1.86	12.81
2019	2.22	15.13
2020	2.2	17.94
2021	3.2	21

Source: Ministry of Commerce of the People's Republic of China

Data released by the Ministry of Commerce of China shows that in 2019, China's direct investment in Indonesia exceeded 2 billion U.S. dollars, and achieved 2.2 billion U.S. dollars and 3.2 billion U.S. dollars respectively in 2020 and 2021. By the end of 2021, China's direct investment stock in Indonesia was 21 billion U.S. dollars. China's investment in Indonesia covers a wide range of fields such as mining and metallurgy, infrastructure, manufacturing, digital economy, agriculture and fishery. It fills the gaps for Indonesia in many fields such as stainless steel, aluminum oxide, and transformers.

According to data released by the Ministry of Investment of Indonesia, Indonesia completed a total of 310.4 trillion Indonesian rupiah (about 20.7 billion U.S. dollars) of foreign investment in the first half of 2022. The top three foreign investment sources (countries or regions) were Singapore with 6.7 billion U.S. dollars, Chinese mainland with 3.6 billion U.S. dollars and Hong Kong, China with 2.9 billion U.S. dollars.

(III) The number of contracted construction projects keeps rising

Indonesia has long been one of the top 10 markets for construction projects contracted by Chinese companies.

According to the statistics of the Ministry of Commerce of China, the value of newly signed contracts on construction projects by Chinese companies in Indonesia was 11.923 billion U.S. dollars, and the completed turnover was 7.121 billion U.S. dollars in 2020. From January to June 2021, the value of newly signed contracts on construction projects by Chinese companies in Indonesia was 4.63 billion U.S. dollars, a year-on-year increase of 25.7 percent. Since the implementation of the Belt and Road Initiative, China has undertaken such projects as Pangkalan Susu Thermal Power Station, Jatigede Hydropower Station, Bengkulu Thermal Power Station, Jakarta-Bandung High-Speed Railway, Batang Toru Hydropower Station, Labuhan Angin Power Station, Tayan Bridge Project, Java No. 7, and South Sumatra No. 1, as well as other large projects like Tsingshan Industrial Park, Dragon Nickel Industrial Park, and XD Substation Production Project. They have helped promote the pragmatic cooperation between China and Indonesia, and played a key role in improving and enhancing the level of local infrastructure.

(IV) Financial cooperation is flourishing

Currency swaps serve to maintain the stability of the financial market. Indonesia is one of the first countries in Southeast Asia to carry out currency swaps with China. In 2009, China and Indonesia signed a bilateral local currency swap agreement, with a scale of 100 billion yuan/175 trillion Indonesian rupiah. Since then, the two parties have renewed the agreement several times. In November 2018, the scale of the local currency swap between China and Indonesia increased to 200 billion yuan/440 trillion Indonesian rupiah. In September 2021, China and Indonesia officially launched the local currency

settlement mechanism to further expand the use of local currency in economic and trade exchanges between the two countries and promote bilateral trade investment facilitation. In January 2022, the two countries renewed the bilateral local currency swap agreement to further deepen their monetary and financial cooperation.

Asian Infrastructure Investment Bank (AIIB) contributes to promoting the development of Indonesia. Indonesia is the country in Southeast Asia receiving the most loans from AIIB. In November 2014, Indonesia signed the memorandum on preparation for the establishment of AIIB, and thus became the 22nd intended founding member of AIIB. In June 2016, the World Bank and AIIB announced that they would jointly provide Indonesia with 433 million U.S. dollars for rebuilding slums, with 220 million U.S. dollars offered by AIIB. In 2017, AIIB provided Indonesia with a loan of 100 million U.S. dollars for infrastructure construction. In 2018, it provided 500 million U.S. dollars for economy tourism development and irrigation projects. In 2020, it provided 2 billion U.S. dollars for infrastructure projects and coping with the pandemic, and 150 million U.S. dollars for satellite projects. In 2021, it provided 500 million U.S. dollars for coping with the pandemic and 310 million U.S. dollars for energy construction in East Java and Bali.

The Silk Road Fund provides great support for China-Indonesia investment cooperation. In June 2022, the Silk Road Fund signed an investment framework agreement with the Indonesia Investment Authority, aiming to build a long-term mutually beneficial and win-win strategic partnership and jointly explore investment cooperation opportunities in Indonesia.

(V) Remarkable results have been made in cooperation in pandemic prevention and control

Indonesia was one of the first countries to provide anti-pandemic assistance to China upon its outbreak in China. China immediately provided medical supplies for and shared its experience in diagnosis and control with Indonesia after Indonesia was hit by COVID-19. The two sides have carried out cooperation in the Phase III clinical trial of COVID-19 vaccines, and cooperation in vaccine production and drug research and development, with remarkable results achieved. As of March 2022, China had provided Indonesia with 290 million doses of vaccines as the largest provider, laying a solid foundation for Indonesia to start vaccination nationwide. Also, China has put forward a cooperation roadmap for Indonesia's plan to build a regional vaccine production center in Southeast Asia, and will work with Indonesia to promote COVID-19 vaccine research and development and cooperation throughout the industry chain, and expand cooperation in other vaccines. In addition, the two countries have established "fast lanes" to facilitate the exchanges between personnel as necessary, and "green channels" for the transportation of important materials, in order to facilitate the resumption of work and production for major projects with cooperation between the two countries, and provide guarantees for the economic recovery of Indonesia and the economic and trade cooperation between the two sides.

II. Economic and trade cooperation between China and Indonesia sees promising prospects

(I) China and Indonesia have greeted the best relations in history

Since 2013, the relationship between China and Indonesia has been comprehensively fortified, and the two sides have conducted deeper cooperation under the Belt and Road Initiative and regional multilateral economic framework.

First, the two heads of state have carried out frequent exchanges and continuously cemented political trust. In October 2013, Chinese President Xi Jinping visited Southeast Asian countries. At the first stop in Indonesia, he proposed for the first time the construction of the 21st Century Maritime Silk Road, and China-Indonesia relations were elevated to a comprehensive strategic partnership. In 2014, Indonesian President Joko Widodo, after taking office, proposed to build Indonesia into a Global Maritime Axis. In May 2017, President Joko Widodo attended the Belt and Road Forum for International Cooperation. In October 2018, the two governments signed a memorandum of understanding to jointly promote the construction of the Belt and Road and Global Maritime Axis. In June 2021, the two countries establish a high-level dialogue and cooperation mechanism.

Since 2013, the two heads of state have met many times. Since the outbreak of the COVID-19 epidemic, the Chinese President Xi Jinping talked with Indonesian President Joko Widodo over the phone six times from February 2020 to March 2022. In July 2022, Indonesian President Joko Widodo visited China. The two heads of state agreed that China and Indonesia

are both major developing countries and important emerging economies with extensive common interests, wide space for cooperation, and a shared future and destiny. During the meeting, the two heads of state clarified the general direction for jointly building a community with a shared future, which was the most important political outcome of this visit. Based on the joint construction of a community with a shared future, the two sides will create a new pattern of bilateral relations by deepening political, economic, cultural and maritime cooperation. During the visit, the two sides renewed the memorandum of understanding on the Belt and Road and Global Maritime Axis cooperation, and signed a series of cooperation documents covering information, network security, vaccines, green development, ocean, exports to China, and other fields.

Second, China and Indonesia have reached more strategic consensuses. On the one hand, Indonesia has strengthened its identification with China. In June 2022, Prabowo Subianto, Indonesian Defense Minister, said at the Shangri-La Dialogue held in Singapore that many Asian countries were subjected to colonial rule, exploitation and enslavement by major powers, and suffered from competition between major powers. Indonesia has proposed an "Asian way" to resolve differences between countries, and that countries should respect each other's national security interests. It believes that China will take proper responsibility, and that the alliance between the United States and the West should not threaten other countries, but consider and respect the interests of others. During the visit of Wang Yi, Chinese State Councilor and Foreign Minister, to Indonesia in July 2022, Indonesia expressed its support and willingness to actively participate in the Global Development Initiative and

Global Security Initiative proposed by the Chinese President Xi Jinping. Luhut Binsar Pandjaitan, Indonesia's Coordinator for Cooperation with China and Coordinating Minister, said that Indonesia-China relations are of strategic significance and influential globally, and the two countries should carry out cooperation in an all-round manner, in multiple fields and at all levels, and be committed to building a community with a shared future.

Moreover, Indonesia pursues an independent foreign policy, opposes the establishment of exclusive regional mechanisms by the United States, advocates inclusive cooperation among major powers, practices multilateralism in a true sense, and shares China's ideas of vigorously maintaining and practicing multilateralism. China supports Indonesia's G20 presidency to promote the discussions for solutions to the food and energy crises facing the world among major countries.

(II) Indonesia has huge potential for economic development

Indonesia is the largest economy in Southeast Asia and an important founding member of ASEAN. In recent years, Indonesia has promoted the building of political democracy and seen stability. Under the leadership of Indonesian President Joko Widodo, Indonesia has effectively responded to the pandemic and propelled economic recovery. He has won significant support now and is expected to remain in presidency in the election in 2024.

Gross Domestic Product (GDP) of Indonesia

Year	Nominal GDP growth	Nominal GDP
2018	5.2%	1.04 trillion U.S. dollars
2019	5%	1.12 trillion U.S. dollars
2020	-2.1%	1.06 trillion U.S. dollars

2021	3.7%	1.19 trillion U.S. dollars
2022	5.4%	1.29 trillion U.S. dollars
2023	6%	1.41 trillion U.S. dollars
2024	5.8%	1.52 trillion U.S. dollars

Source: International Monetary Fund (IMF)

Note: Data for 2022-2024 are predicted

First of all, Indonesia's series of development plans will help shape new economic growth poles. The Master Plan for Acceleration and Expansion of Indonesia's Economic Development 2011-2025 (MP3EI) promulgated by the Indonesian government in 2011 proposes to build six major economic corridors to strengthen the interconnectivity between islands and personnel cultivation. After Joko Widodo assumed the presidency in 2014, he proposed to build Indonesia into a Global Maritime Axis with a series of economic development plans, including building a 775-kilometer-long "maritime highway" from Jakarta to Surabaya. He also proposed the "Pendulum Nusantara" plan to connect the six ports of Belawan, Jakarta, Surabaya, Batam, Makassar and Sorong, to build several economic growth centers outside Java, and to launch three national-level projects to shape new economic growth poles, with plans of high potentiality for accelerated development of metropolitan areas, simultaneous revitalization of urban and rural areas, and accelerated development of infrastructure and basic services in remote and border areas.

Second, Indonesia's long-term goals will promote investment and development in emerging fields. In October 2019, Joko Widodo was re-elected as president. In his inaugural speech, Joko Widodo put forward an ambitious goal of "building Indonesia into one of the world's top five economies by the 100th anniversary of its founding (2045)." By then, Indonesia's GDP is

expected to reach 7.3 trillion U.S. dollars, and its per capita GDP 25,000 U.S. dollars. To this end, Indonesia relies on the advantages of natural resources, consumption potential, and labor force to increase its investment and support in emerging fields such as renewable energy, electric vehicles, high value-added sectors in the downstream of the mining industry, electronic communications, and medical and health care, and to vigorously promote the development of North Sumatra, North Sulawesi, North Kalimantan and Bali.

Meanwhile, Indonesia sees great potential for infrastructure development, and its construction of a new capital will attract a lot of foreign investment. Joko Widodo proposed a plan to relocate the capital in his second term in 2019, emphasizing the need to vigorously advance economic development in areas beyond Java. The plan, however, was delayed by the outbreak of COVID-19 epidemic. According to the plan, the capital will be moved from Jakarta on the island of Java to East Kalimantan on the island of Kalimantan. The new capital, Nusantara, will keep serving the core functions of the government, and place a focus on "green, low-carbon, smart and sustainable development", so as to provide support for pharmaceuticals, health care and technological innovation, and create a "super center featuring low-carbon development". In February 2022, Indonesian President Joko Widodo signed Law Number 3 of 2022 on moving the capital. In August, the construction of infrastructure for the new capital will start. The construction of the new capital is expected to cost at least 32 billion U.S. dollars, but the Indonesian government can only cover 19 percent of the total, which means that private and foreign investment is urgently needed.

According to the data released by the Ministry of Finance of

Indonesia, Indonesia needs 450 billion U.S. dollars for infrastructure construction for the 2020-2024 period, of which the central government is expected to cover 37 percent, local governments and state-owned enterprises 21 percent, and domestic and foreign private capital the remaining 42 percent (approximately 190 billion U.S. dollars). To this end, Indonesia has set up a sovereign wealth fund and a corresponding investment management agency, and intends to make strategic investments in toll roads, airports, ports, and digital infrastructure.

(III) RCEP has vigorously promoted China-Indonesia economic and trade cooperation

In 2011, Indonesia, then with presidency of the ASEAN countries, first proposed the Regional Comprehensive Economic Partnership (RCEP). On November 15, 2020, the 10 ASEAN countries including Indonesia, China, Japan, South Korea, Australia, and New Zealand officially signed RCEP. Indonesia is now advancing the procedures of approval for RCEP.

The unified rules of RCEP will endow Indonesia with more market access opportunities. With the repeated outbreaks of COVID-19 epidemic, the upgrading of regional economic and trade cooperation will add new impetus to Indonesia's economic recovery. As an important regional agreement, RCEP will complement Indonesia's existing network of free trade agreements, expand Indonesia's economic space, significantly increase Indonesia's trade in goods, services and investment, and highlight its role in the regional supply chain. The Ministry of Trade of Indonesia predicts that Indonesia's exports will increase by 8-11 percent, and foreign investment by 22 percent within 5 years after the launch of RCEP.

RCEP will vigorously promote China-Indonesia economic and trade cooperation. Among all RCEP member countries, China, Japan and South Korea enable Indonesia to obtain the highest added value to trade. China has been Indonesia's largest trading partner for nine consecutive years since 2013 and Indonesia's second largest source of foreign investment for three consecutive years since 2019. It is foreseeable that RCEP will tremendously promote free trade between China and Indonesia, and the two countries will embrace many new cooperation opportunities in fields with respective advantages.

A mutually beneficial free trade region has been built among RCEP members with highly complementary economic structures. As the globe is faced with economic downturn at present, RCEP will vigorously boost confidence of all parties in economic growth, significantly strengthen regional economic integration in East Asia, and promote the regional integration of industrial chains, supply chains and value chains. In the post-pandemic era, China's new development pattern of "dual circulation" will add new vitality to regional economic development. The RCEP will serve as a favorable support for this pattern, give full play to Indonesia's role as the largest economy in Southeast Asia, highlight the new advantages of enterprises in international cooperation and competition, and push forward the third-party market cooperation under the Belt and Road Initiative.

III. China and Indonesia witness opportunities for cooperation in various fields

(I) "Golden opportunity" for China-Indonesia cooperation

The visit of Indonesian President Joko Widodo to China in July 2022 has attracted much attention and been acclaimed as "golden opportunity" for bilateral cooperation by Indonesian scholars and media. The two countries are expected to accelerate the formulation of a new five-year action plan for the development of bilateral relations under which economic and trade cooperation will deepen, while areas such as infrastructure construction, manufacturing, minerals and energy, digital economy, green economy, and marine economy will bring new opportunities for bilateral cooperation.

1. Infrastructure cooperation expected to deepen

Indonesia is an archipelagic country. The lack of connectivity between its major islands and lagging-behind infrastructure construction weigh on its economic growth and investment climate. The cost of transporting materials from other Indonesian islands to Java Island is way higher than that from neighboring countries. The Indonesian government has realized in recent years that robust infrastructure construction is key to economic growth. The prospects for China-Indonesia cooperation in transportation infrastructure construction are promising. Since the initiate of the relocation of the nation's capital, the demand for massive infrastructure construction in the new capital and eastern Indonesia will be the key area of China-Indonesia cooperation.

With respect to overland transportation, Indonesia has 340,000 kilometers of highway and 6,458 kilometers of railway

(the Jakarta-Bandung Railway will be the first high-speed rail in Indonesia after completion). Overland transportation in Java and Sumatra is quite developed, and railways are mainly distributed in Java Island. As of late 2020, Indonesia has built 2,346 kilometers of highway (about 0.7 percent of the total highway length); the government plans to increase the total highway length to 4,761 kilometers by 2024. The government also plans to build 3,258 kilometers of railway in the next few years, with a focus on building the Southern Railway and a north-south railway line in Java. It will increase the length of two-way railway tracks and do railway transportation research and preparation in Kalimantan and Sulawesi. Plus, it will consider building urban rail in Jakarta, Surabaya, Makasar and Manado.

In terms of civil aviation, all provinces, cities and remote areas in Indonesia have access to air traffic. The country has 179 airports, of which 23 are up to international standards. However, the infrastructure in Indonesia's major airports can hardly meet the growing demand for air transportation. The government plans to build 15 new airports and logistics transportation airports in 6 locations.

For maritime transportation, Indonesia has 1,241 ports, of which 33 are major ones. The Port of Tanjung Priok in Jakarta and the Port of Tanjung Perak in Surabaya are Indonesia's major international ports, with an annual throughput of about 4.2 million TEUs and 1.4 million TEUs, respectively. Indonesia faces a shortage of funds for port construction, hard to meet its demand for conducting over 40 percent of international trade by sea. The government is gradually lifting control over ports, with plans to allow private companies to build and manage ports under BOT and other models.

In terms of power generation, Indonesia gets over 80 percent of its electric power from fossil fuels. Indonesia's total installed power capacity stood at about 50 GW in 2021; more than 25 percent of the population don't have access to electricity. Starting from Joko's second term, Indonesia vigorously pushed forward clean energy initiatives, planning to increase the proportion of renewable energy in primary energy supply to 23 percent by 2025. The government will phase out coal power plants starting from 2031 and improve the battery energy storage system. It will connect the islands with a power supply system, put smart power grids and smart electricity meters into use, and halt the consumption of coal power by 2055. Indonesia also works towards breakthroughs in nuclear power generation. It plans to use nuclear power for electricity generation in 2045 and increase its installed power capacity to 35 GW by 2060.

In July 2022, Energy China Gezhouba International Ltd. and Indonesia's National Electric Power Company signed a contract for the construction of the Upper Cisokan Pumped Storage Plant, the first of its kind in Indonesia. The project, financed by the World Bank and the Asian Infrastructure Investment Bank (AIIB), is undertaken by a joint venture headed by Energy China Gezhouba International Ltd., which joins South Korean and Indonesian companies in general contracting construction. The project will create nearly 1,000 jobs and cultivate a batch of professional hydropower project managers for Indonesia. It aims to boost Indonesia's power generation capacity during electricity consumption peak and help Indonesia make the energy transition and eliminate carbon dioxide emissions.

2. Bright prospects for manufacturing cooperation

Indonesia's manufacturing industry covers textiles and

clothing, electronics, wood processing, steel, machinery, automobiles, paper pulp, paper, chemicals, rubber processing, leather, footwear, and food and drinks. Indonesia's textiles and clothing, with a complete industrial ecosystem, is an important exporting sector mainly distributed in Java. Food and drinks account for the highest percentage of GDP. In 2018, Indonesia released the "Making Indonesia 4.0" roadmap, which named food and drinks, textiles and clothing, automobiles, electronics, and chemicals as five priority sectors. Among them, automobile manufacturing has great potential for development.

Indonesia is the largest automobile consumption market and the second largest automobile production base among ASEAN countries. However, per capita car ownership is low, leaving ample room for development. The Joko government is keen to push ahead with electric vehicle production. Joko said that nickel-rich Indonesia is expected to become one of the world's largest producers of lithium batteries, play a key role in the electric vehicle supply chain, and build an electric vehicle manufacturing center in Southeast Asia. By 2025, electric vehicles produced in Indonesia will account for 20 percent of the country's total amount of vehicle production.

On August 8, 2022, Wuling Air EV, the first new energy vehicle produced by Chinese auto brand Wuling's factory in Indonesia, rolled off assembly line at Wuling Industrial Park in Bekasi, Jawa Barat. Wuling Indonesia has created more than 10,000 local jobs and actively follows Indonesian government's green economy plan. According to Shi Guoyong, general manager of Wuling Indonesia, the Indonesian government designated this new energy vehicle brand as the official vehicle for the G20 summit to be held in Bali in November this year.

3. Mining cooperation is encouraging

Indonesia is rich in mineral resources, which are widely distributed across the country. Its nickel reserves and production ranks the first in the world, its tin reserves and production the second, its bauxite reserves and production the sixth, its copper reserves the seventh, and its copper production the 12th. Indonesia's reserves of rare-earth metals and lithium are also huge.

Indonesia severely restricts or prohibits the export of raw ore. It vigorously encourages foreign investment in the development of downstream mining industries to increase the added value of its mineral resources. Increasing and refining mineral processing equipment and improving smelting technology are the Joko government's main policy focus on mining, with an aim to develop local industrial chains. Indonesia currently has 19 smelters, of which 13 smelt nickel. The government plans to invest 8 billion U.S. dollars in building 17 new smelters, and 53 smelters will be put into operation in Indonesia by 2023.

In December 2021, NFC and Indonesian mining giant Oman Mining Company signed a contract for the construction of a 900,000-ton copper smelter project. In June 2022, the construction of Indonesia's CNI Ferronickel Project undertaken by a joint venture by Chinese company ENFI and PT PP, a large engineering construction company in Indonesia, got underway.

4. Promising digital economy development

Most parts of Indonesia have access to the Internet. The number of Internet users is considerable and still growing. According to data released by GSMA Intelligence, mobile Internet users in Indonesia increased by 13 million, or about 3.6 percent, between 2021 and 2022. Data released by the British

company We Are Social indicate that the number of Internet users in Indonesia reached 204.7 million at the beginning of 2022, an increase of 2.1 million from 2021. The Internet penetration rate stood at 73.7 percent, making Indonesia one of the regions in Southeast Asia with the fastest-growing number of Internet users. 191.4 million of them are social media users.

The Joko government attaches great importance to the Internet economy. Since 2017, the government has released the "E-commerce Roadmap" and the "Digital Roadmap 2021-2024", designating digital transformation and tourism, digital trade, digital financial services, digital media and entertainment, digital agriculture and fishery, digital real estate and cities, digital education, digital health, industry digitization and government service digitization as the top ten priority sectors.

As a result of the COVID-19 outbreak, Indonesia's e-commerce spiked after 2020. The output value of the digital economy reaches about 44 billion U.S. dollars, at a GDP contribution rate of 4 percent. Nearly 200 million consumers in Indonesia shop online on mobile devices, accounting for 20 percent of the country's total retail sales. Payments made via e-wallets account for 29 percent.

In 2020, Indonesia's digital economy accounted for 4 percent of GDP, and the transaction volume of the digital economy was about 44.5 billion U.S. dollars. The Indonesian government predicts that its digital economy will account for 18 percent of GDP and 40 percent of ASEAN's digital economy by 2030, making it the largest digital economy among ASEAN countries. However, Indonesia's Internet bandwidth is narrow and the speed is slow. 4G network is yet to cover all the rural areas, leaving sufficient room for further development.

Starting from the second half of 2021, three national mobile operators in Indonesia—Telkomsel, Indosat Ooredoo and XL Axiata—have rolled out commercial 5G networks across the country with government approval. The networks cover specific residential areas and key places in 13 cities including Jakarta and Surabaya. Nokia, ZTE and Huawei are Indonesia's close 5G partners. Since 4G services are not yet universally available in Indonesia, the government is working to expand 4G coverage and remove bottlenecks to development such as uneven regional development, lagging infrastructure construction, high Internet service costs, and lack of digital economy professionals.

5. Green economy is emerging as a new area of cooperation

Developing green economy is one of the main economic policies of the Joko government, as well as one of the important agendas of the G20 summit hosted by Indonesia in 2022. In 2016, Indonesia ratified the Paris Agreement which includes Nationally Determined Contributions (NDCs) and set the goal of reducing its greenhouse gas emission by 29 percent to reach 41 percent by 2030 through its own efforts and with international support. The Indonesian government later formulated the "Roadmap for the 2021-2060 Net-Zero Emissions Energy Transition Period" and "Indonesia's Long-Term Strategy for Low Carbon Commitment and Climate Resilience 2050", issued a presidential decree on the value of the carbon economy, and drafted a green financial framework to drive the development of a green economy.

Indonesia aims to reach peaking carbon emissions by 2030 and get to net-zero emissions by 2060. By that time, renewables are expected to produce 85 percent of energy, and nuclear energy

is expected to generate 14 percent of energy. Indonesia needs to invest at least 1.2 trillion U.S. dollars to realize energy transition, however, the government budget can hardly meet the demand, and local banks have limited financing capacity. It is difficult for Indonesia to convert its resource superiority into energy superiority, and the country is in urgent need of support from private enterprises and foreign capital.

6. There is great potential for cooperation in marine economy

The China-Indonesia maritime cooperation has continued after Joko Widodo's reelection as Indonesia's President in 2019. Maintaining maritime stability has become a strategic consensus between the two countries. The two countries agreed that they, as regional maritime powers, are committed to deepening and expanding pragmatic maritime cooperation. The China-Indonesia Maritime Cooperation Fund will support the implementation of the "Indonesia marine ecology ranch" and the "complementary wind and solar energy island energy-saving seawater desalination demonstration project". It agrees to submit the "China-Indonesia vessel traffic management (capacity building workshop for VTS operators)" project, the "China-Indonesia Center for Ocean and Climate phase II development" project, and the "China-Indonesia offshore marine ecology ranch technical cooperation research" project to the high-level dialogue and cooperation mechanism meeting between the two countries for approval. Plus, it will further explore potential future projects such as cooperation in the entire fishery industry chain that includes the Maluku "National Fishery", a fishery cooperation project between China and Indonesia.

The Joint Press Statement on the Bilateral Meeting between President of the People's Republic of China and President of the Republic of Indonesia issued in July 2022 points out that the two sides will strengthen communication between counterpart departments in the marine field, ramp up institutional arrangements, implement projects financed by the China-Indonesia Maritime Cooperation Fund, and carry out fishery cooperation such as the "National Fishery" project to tap the potential of the marine economy.

(II) Large-scale cooperation projects provide considerable business opportunities

Since the 21st Century Maritime Silk Road initiative was proposed in Indonesia in 2013, the Belt and Road cooperation between China and Indonesia has continued to deepen. The construction of major projects such as the Regional Comprehensive Economic Corridors, the "Two Countries Twin Parks", and the Jakarta-Bandung High-Speed Railway is well underway. The building of economic corridors, industrial parks and high-speed railways will further drive the development of industries along the routes and bring new opportunities for China-Indonesia cooperation.

1. Regional Comprehensive Economic Corridors

In May 2017, President Joko Widodo proposed the "Regional Comprehensive Economic Corridors" initiative on his trip to China to build comprehensive economic corridors in the Indonesian provinces of Sumatra Utara, Kalimantan Utara, Sulawesi Utara and Bali. In the two years that followed, the two countries established the "Regional Comprehensive Economic

Corridors" Construction and Cooperation Joint Committee and signed the corridor cooperation planning document. In June 2021, the two countries exchanged the Memorandum of Understanding on Promoting Cooperation in the Construction of the Regional Comprehensive Economic Corridors and the Memorandum of Understanding on Establishing the Regional Comprehensive Economic Corridors Construction and Cooperation Joint Committee. The construction of the economic corridors is progressing steadily, creating cooperation opportunities for Chinese and Indonesian enterprises in infrastructure, electricity, cultural tourism, industrial parks, e-commerce, human resources, and green economy.

2. The "Two Countries Twin Parks" project

The Indonesian government attaches great importance to the building of industrial parks. It has approved the establishment of 131 industrial parks. The building of industrial parks in Indonesia shows two major trends: the first is the building of green industrial parks, like the 20,000-hectare Kalimantan green industrial park starting construction in November 2021, which is the first green industrial park in the world; the second is the building of smart eco-industrial parks, which aims to promote digital infrastructure construction and digital transformation in industrial parks.



Photo taken by a drone shows the Yuanhong Investment Zone in Fuqing, southeast China's Fujian Province. (File photo/Xinhua)

The Yuanhong Investment Zone is located by the Fuqing Bay in the east of Fuqing City in southeast China's Fujian Province, and has a planned area of 60 square kilometers with 10 square kilometers developed. It is a national industrial park that has brought together four competitive industries: cereals, oils and food, textiles and chemical fibers, light industrial machinery and energy refinement. Seizing the opportunity that comes with "standard" construction, the zone pushes ahead with the construction of major projects such as the Yuanhong operation area in the Songxia port area of the Fuzhou Port, the Fengda national backbone cold chain logistics base, the JD Yuanhong Food Digital Economy Industry Center, and the Yuanhong Campus of Fujian Polytechnic Normal University, and has formed more than 30 "going global or bringing in" cooperation projects. Fujian Shipbuilding Industry Group Company Limited and Saneheld (Fuqing) Food Co., Ltd. among others have conducted in-depth negotiations with Indonesia's Salim Group on a fishery center project, and reached an initial intention of

cooperation. The Bintan Industrial Estate is located on Bintan Island, where Tanjung Pinang, the capital of Indonesia's province of Riau Islands, is located. It faces Singapore across the sea and is only 50 kilometers away from Singapore. The park has a complete three-dimensional transportation system of sea, land and air, perfect supporting facilities, and sufficient supply of water and electricity. The park covers an area of 40 square kilometers and is owned by Indonesia's Salim Group. Currently, 2.7 square kilometers of the park have been developed, and foreign companies from Japan, Singapore, and the United States have already settled in, mainly investing in the processing and manufacturing of electronic and electrical devices, automobiles, precision instruments, and daily necessities. Halal food manufacturing is the characteristic industry of the park which is one of the few halal food processing zones in Indonesia that works to meet the growing global demand for halal products.

The Aviarna Industrial Estate is located in Semarang in Jawa Tengah, Indonesia, only a dozen kilometers away from the surrounding ports, airports and railway stations. The park has a planned area of 4.5 square kilometers and is owned by Indonesia's Argo Manunggal Group. Some basic supporting facilities have been built in the park, and in the future, it plans to develop five major sectors covering industrial zone, land port, aviation MRO, business zone and leisure zone. Jawa Tengah and the local government will give preferential policies such as tax holidays and tax deductions to the park which is applying to become a free trade zone in Indonesia.

The Batang Industrial Estate is located between Jakarta and Semarang, on the north side of Java Island in Jawa Tengah. It boasts a superior location with direct access to toll roads, national

highways, and railway stations, and is 50 kilometers away from the Semarang International Airport. An international port will be built in the park. The park, which is owned by the Indonesian government, has a planned land development area of 43 square kilometers. It has been listed as a national strategic project by the government, and is expected to become a special economic zone. Three major areas will be built in the park, including an industrial area of 31 square kilometers with the first phase of the project covering 4.5 square kilometers, a R&D center of 8 square kilometers, and a leisure area of 4 square kilometers. Chemicals, automobiles, information and communications, textiles, and food and drinks are positioned as the core industries of the park. According to information released by Batang County's investment promotion agency in December 2021, as of the end of November 2021, the Batang Industrial Estate had attracted more than 4.9 trillion Indonesian rupiah (about 340 million U.S. dollars) of investment from five lessee companies from the Netherlands, the Republic of Korea and China. Two other lessee companies will settle in the park at the end of this year, and many potential investors from Jakarta are waiting in line.

3. The Jakarta-Bandung High-Speed Railway Project

The Jakarta-Bandung High-Speed Railway connects the Indonesian capital Jakarta and the famous city Bandung, with a total length of 142 kilometers and a maximum design speed of 350 kilometers per hour. The comprehensive construction of the railway started in 2018. It is a landmark project under the Belt and Road Initiative and the practical cooperation between China and Indonesia.



Photo taken by a drone in Bandung, Indonesia on July 1, 2022 shows the construction site of ballast track laying on the main line of the Jakarta-Bandung High-Speed Railway. (Xinhua/Yu Zhongbao)

As of the end of June 2022, all the 13 tunnels and all the culverts on the Jakarta-Bandung High-speed Railway line had been completed, and the civil works of subgrades, bridges, and stations had all been finished by over 90 percent. The railway is expected to be completed and open to traffic in June 2023. When the railway is completed, the journey time from Jakarta to Bandung will be shortened from more than three hours to 40 minutes, which will greatly reduce the transportation cost of local textiles in Bandung, drive the development of industrial zones and the upgrading of supporting industrial belts along the line, and bring more investment opportunities for China and Indonesia in digital economy, mobile payment and bio-pharmacy.

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