

RAILPOLITICS: THE JAKARTA–BANDUNG HIGH-SPEED RAIL PROJECT AND ENGRAVING OF INTERNATIONAL CREDIBILITY

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Abstract

The Jakarta-Bandung High-Speed Railway (HSR) project is a model undertaking diplomatic and cooperative efforts between China and Indonesia. The project serves as the foundation of an elaborately devised International Credibility Index, where China's standing is contingent upon the project's success. To raise international credibility, the project leverages several strategies, including hard power, strong governance capacity, reliable administrative initiatives, societal unity, foreign policy conduct, and impactful international communication. The project's adherence to deadlines and milestones, its impact on Indonesia's economic landscape as the host country, the competence of the involved organizations, and potential research to resolve construction problems in regional area studies are evaluated to assess the project's efficacy. Ultimately, this investigation delves into the complex relationship between the Jakarta-Bandung HSR and China's global political standing, revealing how the project's success intricately shapes the nation's international perception. The study finds that the Jakarta-Bandung HSR project has helped China gain international credibility, thus meeting the study objectives.

Keywords: Jakarta-Bandung High-Speed Railway, International Credibility, One Belt One Road.

1. INTRODUCTION

The Jakarta-Bandung High-Speed Railway was completed in 2023. The railway was put into commercial operation on October 2, 2023, and officially opened on October 17, 2023. According to the KCIC website, during the two months of commercial operation from October 17 to December 25, 2023, it has served 1,028,216 passengers, with the highest number of passengers served in one day, reaching 21,500 passengers per day. It was put into commercial operation on October 2, 2023. The G1137 EMU train departed from Halim Station in Jakarta, Indonesia, marking the official opening of the Jakarta-Bandung High-Speed Railway. It was named "WHOOSH" and served 383,000 passengers in one month, with a single-day passenger occupancy rate as high as 98.7%. This project, called the Golden Brand between China and Indonesia by Xi Jinping, President of China, has made its debut on the world stage, demonstrating how high-speed rails can propel a nation's internationalization and prominence. With remarkable punctuality and record-breaking passenger occupancy, it fuels economic integration and fosters collaboration with partners like China. This project has effectively demonstrated to the world that China has reached another milestone in its One Belt One Road initiative. This steel serpent serves not only as a rapid transit path but as a symbol of a nation asserting its place on the world map, each click of the wheels echoing its rise to international prominence.

The examination of the Jakarta-Bandung High-Speed Railway's stakeholder collaboration demonstrates the project's diplomatic and collaborative successes. The Chinese proposal bid's victory in 2015 and the subsequent absence of significant disputes during project execution indicate the project's ability to foster cooperation between Chinese and Indonesian stakeholders.

This railway project compellingly illustrates the challenges of effectively elucidating subjective and covert international credibility concerns. By employing the study methodology of analyzing the events associated with this entity, we may effectively assess a country's international credibility concerns during this specific time frame.

The completion of technical challenges, such as the construction of bridges and tunnels, has positively impacted the host country's local infrastructure. The assessment of the project's impact on China's international credibility is positive, as it meets the study's objectives.

The Jakarta-Bandung High-Speed Railway has enhanced China's credibility as a reliable partner in complex infrastructure projects. The railway's potential role in future extensions of the "High-Speed Railway Economic Belt" contributes to regional economic development in the host country, Indonesia, and demonstrates China's capacity for international cooperation.

This study provides a comprehensive overview of how the project has helped enhance China's international credibility. It examines the economic benefits of the Jakarta-Bandung HSR, focusing on its impact on local communities, job creation, and infrastructural development. Additionally, the study evaluates the effectiveness of collaboration between Chinese and Indonesian stakeholders involved in the project and the success indicators of the Jakarta-Bandung HSR, such as adherence to timelines and milestones and overall project satisfaction.

In the contemporary era of global infrastructure development, high-speed railway projects have become key drivers of economic growth and international connectivity. WHOOSH high-speed train, the first such project in Southeast Asia and a crucial part of China's "One Belt, One Road" partnership with Indonesia, reflects the connection between economic aspiration and diplomatic cooperation. This paper investigates multiple aspects of the Jakarta-Bandung HSR, including assessing its influence on China's international standing. This bilateral project marks a shift in global transportation and serves as a case study for cross-border partnerships and related issues.

In the context of globalization, which encourages countries to undertake development through international cooperation, infrastructure development is a crucial agenda to facilitate the public and improve a country's international reputation. With this rationale in mind, Indonesia finally implemented massive infrastructure development during President Jokowi's administration, from constructing toll roads connecting Java Island to the first high-speed train project in Southeast Asia, Jakarta-Bandung, dubbed the WHOOSH.

Ultimately, this project became a part of China's One Belt One Road, a hot topic worldwide. The success of this collaboration has a significant impact on Indonesia as the host country. Still, it also affects China's credibility as the party that disbursed funds constructed this infrastructure project and will manage it for the next 40 years. Therefore, this paper analyses how Jakarta-Bandung HSR impacts China's international credibility and how it aligns with the International Credibility Index, considering success indicators, collaboration effectiveness, and economic benefits.

The Study's General Objective is to assess the impact of the Jakarta-Bandung HSR on China's international credibility using the International Credibility Index.

Specific Objectives of the Study are

- 1) To assess the effectiveness of collaboration between Chinese and Indonesian stakeholders involved in the Jakarta-Bandung HSR project;
- 2) To examine the economic benefits generated by the Jakarta-Bandung HSR, focusing on its impact on local communities, job creation, and infrastructural development.
- 3) To evaluate the success indicators of the Jakarta-Bandung HSR, including adherence to timelines and milestones and overall project satisfaction.

This research has highlighted the effect of the Jakarta-Bandung High-Speed Railway on China's international credibility. The railway is a landmark project under the "One Belt, One Road policy," an inter-country relationship between China and Indonesia, and a significant infrastructural development. Policymakers can learn how to formulate policies for cross-border projects that follow timelines and collaborate well. Investors will also benefit from the economic impact and the factors related to investor confidence; researchers will make valuable contributions to the academic discourse on international relations, infrastructure development, and financial implications, among others. This study offers lessons relevant to similar high-speed rail projects in diverse parts of the world.

2. LITERATURE REVIEW

2.1 How Others Assess International Credibility: A Comprehensive Examination

Scholars have generated different methodologies and criteria to maneuver the intricate practice of evaluating variation of a country's international credibility given the subjective and implicit nature of the concept. The section presents a review of related literature, unveiling dimensions and indicators used by scholars to measure international credibility, with particular emphasis on Zhang et al.'s (2022) work.

2.1.1 Changing Trends and Historic Observations

The evaluation of a country's international credibility over time is a challenging task. As Zhang et al. (2022) argue, the crucial role of political party systems in shaping the country's international credibility evolves. It thus requires a comprehensive analysis of its performance across different historical stages. It contrasts with the more simplistic approach of simply summarizing and aggregating the evolution of international credibility over time, as this approach needs to account for the multifaceted nature of international credibility. This paper argues that the variation in international credibility over time is macro-endogenous and is driven by performance in five key dimensions. This paper argues that the variation in international credibility over time is macro-endogenous and is driven by performance in five key dimensions. Rather than isolating these dimensions, the authors recommend that they be considered as a system, with an understanding of the complex interplay between them. This more nuanced approach rejects any reductionism and provides a more insightful analysis of the determinants of a country's international credibility.

2.1.2 Interplay of Dimensions

Zhang et al.'s approach is hence premised on the recognition that the five factors are essentially interrelated. They claim that enhancements in one dimension can enhance the others. Hence, there is a web of relationships, which together add positively to the

international credibility of a country. For example, the improvement of a state's overall governance capacity is expected to increase the country's hard power and social integration as well as the international mobilization capacity, communication capability and public-opinion influence in a positive way. Therefore, the interconnections mean that we need a comprehensive approach to view international credibility as a whole. The scholars acknowledge the importance of balance and synergy in promoting and sustaining international credibility, emphasizing that enhancing one aspect may facilitate the enhancement of others.

2.1.3 Complexity of Measuring International Credibility

The international credibility of a country is a complex and intangible phenomenon that is subjective, relative, and implicit. Scholars note the various difficulties in accurately measuring the phenomenon, which is quite nuanced. Despite the complexity of this aspect, Zhang et al. (2022) believe that a systematic approach may create a framework for establishing some base criteria for evaluating the country's international credibility.

2.1.4 Framework for Assessment

Zhang et al. (2022) propose a comprehensive framework that spans five key dimensions: comprehension governance capacity, government credibility and social cohesion, foreign policy behavior, international communication power, and the power of public opinion. They are deemed essential to comprehend the complexities of the international credibility of a country. This system is more advanced as it further explains each dimension using Level II indicators.

2.1.5 Index System for Observation and Evaluation

Zhang et al. (2022) propose an index system to analysis and evaluate the alteration of international credibility in the country. Level I indicators are inclusive of the hard power indicator, comprehensive governance capacity indicator, government credibility and social cohesion indicator, foreign policy behavior indicator, and international communication power and public opinion influence indicator. Level II indicators further break down each Level I indicator into Level II indicators for a more in-depth explanation of the different parts of a country's international reputation. For example, the hard power index contains such parts as territorial area, national economic aggregate, national defense expenditure, and R&D. This specific analysis allows a more subtle and definite assessment of the firm and weak sides of the described dimensions of the country.

2.1.6 Mutual Reinforcement of Factors

The five factors in the framework are noted to be somehow self-perpetuating (Zhang et al., 2022). The scholars also contend that betterment in one factor may act as a stimulant for development in other areas despite the inherent value of each dimension. For example, the elevating of the government's overall governance quality is believed to advance hard power and social solidarity within a country, in addition to developing international mobilization competence, communication proficiency, and public opinion effect. Nevertheless, the paper admits that there is a limitation on mutual promotion due to each dimension's limited scope and targeted area. Cross-impacts of certain developments within a particular area are possible, yet they are limited due to separate measures and focus areas specified for each dimension.

2.1.7 Building on Interdisciplinary Perspectives

Zhang et al. (2022) outline an interdisciplinary framework acknowledging international credibility as a complex notion going beyond specific scientific fields. It combines components of political science, economics, sociology, and communication studies in order to develop an all-inclusive approach toward influencing elements of a country's international credibility. This interdisciplinary approach is vital in dealing with the limitations noted in the extant literature, especially the tendency to discourse international credibility in the same breath as strategic credibility, reputation, prestige, and national image. Such a framework is anticipated to turn around the definition of international credibility and make up for the deficiency apparent in previous literature.

2.1.8 Challenges and Most Important State Asset

Drawing attention to the complexities of appraising international credibility, Zhang et al. (2022) echo former United States Presidential candidate John McCain, who referred to international credibility as "the most precious state treasure, which, nevertheless, is the hardest of all to preserve and secure." This recognition underlines the intricacies of international credibility and cements it as an integral aspect of statecraft. Some of the problems regarding the evaluation of international credibility arise from its subjective, virtual and internal attributes. This paper argues that the problem is not only about international credibility and its accurate measurement but also about its transformation over time. The proposed framework undoubtedly presents a directed and multi-faceted manner through which the many complexities of this undertaking may be tackled.

2.1.9 Relevance to Global Perspectives

Significantly, Zhang et al. (2022) framework echoes global views on international credibility, bringing about multiple perspectives of the discussion. Such is the emphasis of Chinese scholars on the international strategic credibility. Credibility is associated with the peaceful rise by Chinese scholars, accountability to its people, and takeover of global responsibilities. According to Wang (2016), credibility in international relations is described as "the will and capacity to resist aggressions and honor alliances". It stands in line with the more extensive post-WWII international relations. Yan (2011, 2019) connects China's peaceful rise to international strategic credibility, including government openness in governance, and quality of strategic thinking. This reflects the global aspect of credibility in international perceptions of continuity or stability of a nation's foreign policies (Guo, 2013). Zhou (2020) focuses on credibility and strategic credibility in international relations to compare and analyze, highlighting other countries' trust in the security commitment a country has. The inclusion of various cultural and strategic observations, especially by Chinese scholars, offers a broader global understanding of the international credibility discourse. It widens the concept of credibility from the Western perspective only, and claims that credibility defines international relations from various angles.

2.1.10 Connotations of International Credibility

Zhang et al. (2022) propose a framework that conforms to the suggested involvements of the term international credibility, as summarized in Table 2. Table 2 summarizes international credibility in terms of the dependability of country's capacity and intentions. Evaluating country's intentions include predicting the country's policy behaviors, congruence in a country's values and actual policy behaviors, the

responsibility and dependability of a country, the openness and transparency of a country's policy behaviors, and goodwill and benevolence in a country's policy behaviors. Such connotations stress the complex meaning of international credibility, where credibility covers not only any action-based indicators, but it is subjective assessments associated with the "credibility of intentions" which are important. Reliability, commitment to the stated values, and openness in dialogue with the international community are the elements of trust, which is not only connected with material strength of the country.

2.2 The Theoretical Foundation and Implications of International Credibility

Credibility is also a common term today, especially in the era of economic globalization, increased international interactions, and collaborations. Economists, sociologists, and psychologists have been involved in extensive and systematic theoretical deliberations. Credibility is the profit-seeking behavior of rational economic agents to economists. Commitment, pragmatic involvement, honesty, and confidence in transactions of goods and currencies are also seen as means of assessing the reputation associated with specific social exchange networks (William, 1993).

Sociologists and psychologists typically associate credibility with trust, describing it as "psychological commitment" within the ambit of social responsibility. Credibility is constrained by the social system and public opinion, involving trust and expectations regarding the conduct or intentions of socially responsible subjects or a sense of responsibility for one's commitments and consequences (Chen, 2001).

The case of Western international studies is similar to the one in economics, although there are several interesting points. Thomas Schelling (1966) states that the expectations that other nations have on how the country will behave and the face it will put onto force employment will be instrumental for the formation of the credibility and image of a nation. This closely relates to its duties to other countries. Robert J. McMahon (1991) also noted that credibility is equivalent to national image, reputation, status, and the meaning of decisive, firm, dependable, and reliable. It is a costly signal of the country's willingness to keep its promises and counter threats.

Daryl Press (2005) states that credibility is an invaluable asset of the nation, which can be split into commitment credibility and threat credibility. Potential allies have trust in a nation since their commitments are credible. Therefore, such allies have no doubts of being betrayed or abandoned. Conversely, a nation with credible threats can deter enemies and prevent a costly war. Hal Brands et al. (2018) further integrate their research with deterrence and alliance theories, providing a more precise definition of international credibility: credibility – the degree to which other countries believe a country's threats, promises, or statements. Credibility is also a form of impression of strength and commitment, not reality. Sometimes, the problem is whether other states think the state will honor its promises or deliver on threats made.

Chinese Scholars have given more attention, particularly to the issue of international credibility in international strategic credibility. Furthermore, these studies improve the global perception of credibility and put more 'Chinese colors' into the field. For instance, Wang (2016) refers to the credibility of international relations as 'the will and ability to resist aggression and keep commitments to allies.' Firstly, Yan (2019) states that international strategic credibility is associated with China's peaceful rise, and the government should be accountable to the people and assume more international responsibility. Zhou (2020) analyses credibility and strategic credibility in international

relations. Strategic credibility is defined as the trust other countries have in a country's security commitments and the trustworthiness of a country's security commitment. Strategic credibility also emanates from essential traits.

'Common ground' in these studies is a crucial angle from which to view the nature and value of international credibility, which various disciplines often consider differently. International credibility concerning a country is a general notion covering material and non-material attributes. These include national strength, capacity, interests, will, reliability, and decisiveness. It also means competency for an individual, corporation, and country and credibility (Shi, 2015). However, these are very important because a country's subjective aims to develop, maintain, and enhance its international reputation are unattainable without them. Lastly, credibility is a reflection of what one decides to do.

The essence of international credibility is, in total, the result of the policies implemented at home and abroad, given the country's material strength and administrative competence. A country's international credibility is always relative to its behavioral choices and consequences, particularly during significant crises, conflicts, or critical events. These may also mirror changes in the global community's opinion of the country's reputation. Finally, credibility refers to a reputation developed from others' evaluations of the country's actions and the image others have of it. International credibility emanates from subjective and relative socialization at the national level. It is vulnerable to the subjectiveness of the values, ideologies, tastes, and emotions among the teams and the country's decision-makers.

Nevertheless, the definition and application of international credibility in the literature of international studies have some limitations. To begin with, most of the research considers international credibility to be a synonym of related concepts such as international strategic credibility, reputation, prestige, and image of a nation. This may lead to an inaccurate impression of international credibility and its path. Secondly, the deterrence and alliance theories primarily influence the concept of credibility in IR. The second view is that the credibility of international behavior is primarily based on a country's ability to deter and punish enemies (Bolan, 2019). Such a perception is simplistic and forgets about the critical role of social status in international credibility within a country. This paper claims that international credibility embraces the entire state of a nation beyond the borders. It is only possible for the government to develop trust between itself and other foreign countries if it first earns the citizens' trust. This is more often the case than not; most of the time, foreign nations fear that the country does not guarantee their security. This thus leaves the country with no victory or international acclaim. Therefore, this paper seeks to reconstruct international credibility. It will refer to research findings from various fields of study, taking an interdisciplinary, comprehensive analytical approach to the research gaps.

The holistic assessment of the countries' abilities and intentions by the other nations within the international community will determine the country's international credibility. The concept of "capacity trustworthiness" implies recognition of the benefit to the outside world derived from the strategic resources accumulated in the country as a whole. Besides, the country anticipates enhanced integrated leadership, planning capability, execution capability, reform ability, flexibility, resilience, and mobilization power.

Table 1: Connotations of International Credibility

| International Credibility | |
|---|--|
| Trustworthiness of a Country's Capabilities | Trustworthiness of a Country's Intentions |
| 1. Overall national strength and strategic resources of the country | 1. Predictability of the country's policy behaviors |
| 2. Comprehensive governance capacity of the government | 2. Alignment between its values and actual policy behaviors |
| | 3. Demonstration of responsibility and reliability in the country's policy behaviors |
| | 4. Openness and transparency in the country's policy behaviors |
| | 5. Display of goodwill and benevolence in the country's policy behaviors |

Source: Jiang, 2022

A country's intentions in being trustworthy can be evaluated with five main elements. That is an assurance, which provides predictability in the country's actions, which means that the policy behaviors will be stable and constant. The second is the country's obligation and reliability, which implies the country's capability and readiness to fulfill its commitments to the population, adhere to international laws and rules, meet international obligations, honor agreements with other countries, and demonstrate favorability towards the trust actions of other nations. Additionally, the "honesty" and "transparency" of the country's policy behavior refers to its willingness to communicate freely with other countries and sincerity of cooperation, ensuring that its words match its actions in international relations as well as signaling that it does not intend to deceive (Hardin, 2002; Hoffman, 2002).

3. METHODOLOGY

Assessment of the actual level of credibility of a country and the changes in terms of its credibility is hardly possible, given the subjective, relative, and implicit nature of international credibility. However, this paper posits that there can be a general outline of the elements of the state and its changes for the international image of the country.

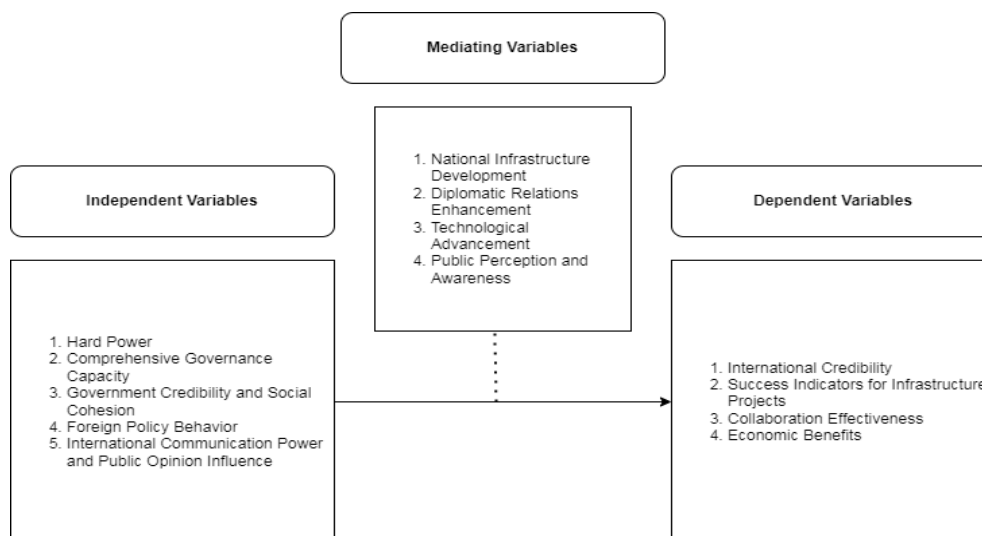


Figure 1: Framework

Source: Author

Based on the above discussions, the paper posits that sustainability must be maintained within these five dimensions to gain global acceptance. Firstly, hard power should consistently be increased by building new facilities, increasing material resources, and strengthening the material basis. It must also enhance governance capacity and performance. Thirdly, the country must be answerable to its citizens, boost government credibility, and maintain its social base's political and domestic stability.

Finally, there is a requirement for establishing, sustaining, and developing mutual trust and cooperation with foreign countries. This also entails having the desired stature in the world and being credible in dealing with other countries. The country should also improve its international media capability and the world's public opinion. The policies should be appraised positively by the world.

The performance in different periods can be measured by multiplying the five-dimensional factors noted above, and international credibility is the general result. In short, a factor that should be addressed in the country will hinder its ability to sustain its international credibility.

Moreover, a change in the positive direction in any of the factors above would also negatively affect the country's global integrity. Thus, it is essential to evaluate the changes regarding a country's global status based on the overall set of its previous indicators. Such action implies that improving international credibility may be much more complicated than destroying it (McCain, 2002). It is the most precious state property and the harshest to obtain and sustain.

The Evaluation Index System of International Credibility (EISIC) is a model to evaluate and determine a country's international credibility. The system is structured with multiple indicators, and here are explanations for the Level I Indicators:

(1) Hard Power Indicator

Hard power is a country's ability to influence the international community regarding military might, economic power, and other tangible resources. This indicator measures a country's military strength, economic power, and other factors that constitute its hard power.

(2) Comprehensive Governance Capacity Indicator

This indicator is probably used to assess the country's ability to enforce the rule of law. It could encompass factors like the stability of political institutions, rule of law, effectiveness of administration, and handling of internal affairs. A high score for this indicator means a robust governance framework.

(3) Government Credibility and Social Cohesion Indicator

The trustworthiness and credibility of the government may be the indicator of this. The index may consider openness, public confidence in government agencies, trust within the country, and the degree of social harmony in the nation. Social cohesion measures how united and cooperative the country's citizens are.

(4) Foreign Policy Behavior Indicator

The indicator measures the performance of a country in external affairs. This may include assessing a country's foreign policy, diplomatic measures, adherence to

international practices and agreements, and the approach's general effectiveness towards external affairs.

(5) International Communication Power and Public Opinion Influence Indicator

This indicator is probably oriented toward a country's capacity to manipulate and sway international public opinion. They may include diplomatic communication strategies, media influences, cultural diplomacy, and presenting a positive image abroad. A nation's credibility on the international stage is also determined by public opinion at home and abroad.

The International Credibility Index becomes very important in assessing the international standing of nations from large-scale infrastructure projects. The following section provides the indices included in the index and how they have contributed to the study's objective of assessing Jakarta-Bandung HSR's impact on China's international credibility.

3.1 WHOOSH (Jakarta-Bandung High-Speed Rail)

WHOOSH is a connection between Indonesia's two major cities Jakarta and Bandung. It is the 'One Belt and One Road' initiative and a landmark project for practical cooperation between China and Indonesia, it is also the first high-speed railway project in Southeast Asia which the entire system, all elements and the entire industrial chain of China's high-speed railway have been implemented overseas. On January 21, 2016, the Jakarta-Bandung HSR started laying the foundation stone (Negara & Suryadinata, 2018). In June 2018, the Jakarta-Bandung HSR was fully started (Mahardika et al., 2022). On November 16, 2022, WHOOSH began its trial operation. On March 31, 2023, track laying of the Jakarta-Bandung HSR was completed. On May 22, 2023, WHOOSH began joint debugging and testing. On September 7, 2023, WHOOSH was putten in operation. On October 2, 2023 WHOOSH was officially put into commercial operation. As of September 2023, WHOOSH was run from Jakarta's Halim Station in the west to Bandung's in the east. The design speed is 350 km/h, operating speed is 350 km/h, with a total of 4 stations, and the main line is 142.3 kilometers long, including 83.5 kilometers of ballastless track.

3.2 Line Site

To assess the international credibility built by China through the WHOOSH project, it is a good idea to look at how this line site was designed and the parameters used.

Table 2: Design Parameters

| Project | Parameter |
|--------------------------|--|
| Design speed | 350km/h |
| Track type | Ballastless track |
| Track standards | 1435mm (standard rail) |
| Number of positive lines | Double line |
| Minimum curve radius | 4000 meters for normal areas and 3500 meters for difficult areas |

3.3 Operation Status

On September 7, 2023, the Jakarta-Bandung HSR was put into operation. By September 30, 8 passenger trains were operated daily between Halim Station and Tegalluar Station according to the train schedule. Citizens along the line could make reservations with the Indonesia-China HSR Co., Ltd. (KCIC) to experience the free ride. Starting from November 1, the daily number of EMU trains on the daily line had

increased to 28, and the number of passenger seats doubled from more than 8,000 to more than 16,000. On November 17, 2023, the Jakarta-Bandung HSR was officially opened for operation for one month, carrying a total of 383,000 passengers, and the single-day passenger occupancy rate was as high as 98.7% (Dai et al., 2023).

3.4 Equipment and Facilities

3.4.1 EMU Equipment

The Jakarta-Bandung HSR trains are tailor-made according to Chinese standards, with a maximum operating speed of 350 kilometers per hour, and are composed of 4 motors, 4 trailers and 8 cars. They rely on the advanced and mature technology of the Fuxing Chinese standard EMU to adapt to the local operating environment and routes in Indonesia (Kratz & Pavličević, 2019). Conditions, integrating Indonesian local culture, making adaptive improvements, and having the characteristics of advanced technology, safety and intelligence, strong environmental adaptability, and distinctive local characteristics. Each EMU is composed of 8 cars, equipped with VIP, first-class and second-class seats, with a total capacity of 601 people. It can be operated in multiple ways. It is equipped with accessible toilets, Braille guidance signs and other barrier-free facilities, as well as vending cabinets, coffee machines, microwaves, etc. The Jakarta-Bandung HSR was officially launched. At the starting station, Halim Station, an automatic ticket vending machine has been installed. The interface is available in Indonesian, English and Simplified Chinese.

3.4.2 Air Conditioning Equipment

The Jakarta-Bandung HSR has many tunnels and is located in a tropical rainforest climate zone. The machine room equipment at each station needs to operate at high load for a long time (Purba et al., 2017). Under such circumstances, whether the Hisense computer room precision air conditioner can accurately control the temperature and operate stably without human supervision is an important guarantee for the smooth operation of the entire Jakarta-Bandung HSR. Relevant suppliers implement AI group control management through the power environment monitoring system to monitor and adjust the temperature of the computer room in real time, which not only ensures the stable operation of air conditioning equipment in an unattended environment, but also achieves green and energy saving.

3.5 Construction Results

3.5.1 Property Rights Issues

The Jakarta-Bandung HSR, which achieved tremendous success, also faced one of the most serious challenges related to property rights. The state generally owns property rights in the PRC (McCarthy & Robinson, 2016). In Indonesia, however, property rights lie with the civil entity rendering the land acquisition process complex (Kubitza et al., 2018).

The inconsistency raised a possible hindrance to the project's progress. Handling the intricacies of property rights in Indonesia, which entails centralized land possession, required special attention. The problem was how to acquire the relevant land parcels without invading private property. According to Gunn (2020), the solution brought in by the government of Indonesia together with local authorities working with the project stakeholders.

Resolution strategy included significant community involvement and open communication. Local communities were part of the decision-making process, addressing concerns and compensation on land acquisitions (Putra et al., 2019). Indonesia government played a crucial role in simplifying of legal procedures, adherence to the standards, and transparency of transactions in property (Isworo, 2023). Moreover, the project was able to overcome property rights problems because it created an inter-agency team charged with community interaction. This formed a task force to facilitate understanding of why they wanted the land, address grievances and ensure the land acquisition process complied with local rules and cultural sensibilities (Gunn, 2020).

The developer of the Jakarta-Bandung High-Speed Rail (HSR) project demonstrates their technical expertise, diplomatic acumen, and ethical behavior in effectively resolving property rights challenges. The use of the adaptive approach not only assured the successful completion of the projects, but also bolstered China's worldwide credibility by showcasing their proficiency in navigating complex socio-legal situations in the host country. The collaborative endeavors of China and Indonesia to tackle the problem are apparent in their commitment to resolving conflicts related to property rights that arise from differing property rights regimes, highlighting Indonesia's approach to inclusive development.

3.5.2 Technical Challenge

The main projects of Jakarta-Bandung HSR are: bridge length is 83.80 kilometers, accounting for 58.88%; tunnel length is 16.82 kilometers, accounting for 11.82%; roadbed length is 41.68 kilometers, accounting for 29.3% (Nath & Raganata, 2020). The Jakarta-Bandung HSR line is in a tropical rainforest climate zone, and there are a lot of bad geology and special rocks and soils, including earthquakes and seismic liquefaction layers, volcanoes, landslides, ground subsidence, active faults, soft soil and soft soil, expansive rock and soil, and volcanic sediments. Soils have a great impact on line construction. Among them, the lithology, cementation degree and strength distribution of volcanic sedimentary soil layers are extremely uneven. Its clay soil has a large void ratio, ultra-high water content, high liquid limit index, and high compression. Characteristics, special physical and mechanical indicators.

3.5.3 Key Projects

Tunnel No. 1 is a controlled project, a single-hole, double-track tunnel with a total length of 1,885 meters, of which the shield tunnel is 1,469 meters long. The geology of the tunnel is mainly clayey soil, mountain ash cemented round gravel, sandy soil, and fine gravel soil, with high groundwater levels and abundant surface water. The cave body passes through the volcanic accumulation layer, the rock mass is broken, the self-stabilization ability is poor, the mudstone strength is low, and the weathering is severe. During the shield construction process, it also needs to pass through densely populated areas of structures (buildings), highways, and interchange ramps, as well as two mosques on the side. The construction difficulty and risk are incredibly high.

Tunnel No. 2 is located in Purwakarta County. It has a total length of 1,052 meters and a maximum burial depth of 53.6 meters. It is a single-hole, double-track design. During construction, abnormal conditions such as tunnel deformation, landslides, and mud inflows frequently occur, making it the most difficult to construct along the entire line—one of the control projects.

Tunnel No. 3 is a single-hole, double-line tunnel with a total length of 735 meters, a maximum burial depth of 60.5 meters, and a shallowest burial depth of 5.8 meters. The tunnel body comprises Grade V surrounding rock, mainly based on poor geology. The construction is divided into two tasks: entrance and exit. The construction work was carried out simultaneously on both sides, and the problems of collapse and settlement deformation caused by adverse geology and climate were successfully solved during the construction.

Tunnel No. 5 is a control project with a total length of 422 meters. It is a shallow tunnel with clay soil, poor self-stabilization ability, and complex geological conditions. During the tunnel construction process, advanced geological forecasting, surrounding rock monitoring and measurement technology, and the three-step temporary invert method were used to overcome the difficulties of shallow burial of the entire tunnel and weak surrounding rock and trained 79 Indonesian technical workers.

Tunnel No. 7 has a total length of 1,285 meters. The geology of the tunnel body is clay, mudstone, and andesite. The maximum burial depth is 77.4 meters. The V-grade surrounding rock accounts for 80%, and the burial depth below 30 meters accounts for 93%. During the construction phase, according to the characteristics of different sections, construction methods such as the three-step temporary inverted arch excavation method, the three-step temporary cross brace excavation method, and the CRD excavation method were adopted to overcome shallow burial, offset pressure, relocation of the entrance road, and landslides at the exit opening. Difficulties include the COVID-19 epidemic and construction during the rainy season. During the tunnel construction process, 260 Indonesian skilled workers were trained.

Tunnel No. 8 is a control project in West Bandung County with a total length of 2,190 meters. It is located in the volcanic accumulation layer and passes under the existing railways and highways, making construction difficult.

Tunnel No. 10 is located in Padalalang Town, West Bandung County, with a total length of 1,230 meters and one inclined shaft. The tunnel surface is mainly distributed in rice fields, and the exit is villages and towns. The maximum burial depth is 37 meters. It has the characteristics of shallow burial depth and poor geology; it runs under the existing railway and is an old-fashioned narrow-gauge railway, which is easily deformed and difficult to control; the traffic volume is significant; and the construction safety risk is high.

The total length of the Valini Tunnel is 608 meters. The entire tunnel is located on a straight section. The longitudinal slope inside the tunnel is 1%. It is designed as a single-hole, double-lane tunnel. During the construction phase, the first single-port monthly excavation of a shallow-buried soft surrounding rock tunnel in Indonesia's volcanic sedimentary rock area was created. 80 meters of construction record. The surrounding rock grade of this tunnel is all Grade V, and the burial depth of the tunnel body ranges from 0 to 37 meters. The tunnel passes through a "V" shaped gully with water flowing all year round. The burial depth is only 12 meters. Mudstone is generally distributed in the tunnel body. The rock is severely weathered, the rock mass is broken, and the self-stabilizing ability is poor, which poses significant safety risks to tunnel construction.

3.6 Construction Planning

In the near future, the Jakarta-Bandung HSR plans to extend with a total length of 200 kilometers to the west. In the long term, it plans to continue to extend east to Surabaya, to expand the scale of high-speed rail and improve economic benefits.

3.6.1 Value Equivalence

As the first high-speed railway in Indonesia and Southeast Asia, the Jakarta-Bandung HSR will effectively drive the areas along the line to build the "Jakarta-Bandung HSR Economic Belt." The successful implementation of the Jakarta-Bandung HSR project has set a new record for practical cooperation between China and Indonesia and will set a new benchmark for cooperation between the two countries in various fields, especially in the fields of infrastructure and production capacity (Lubis et al., 2019). The Jakarta-Bandung HSR has speed of 350 kilometers per hour constructed using Chinese standards and technical cooperation outside China.

The significance of the Jakarta-Bandung high-speed railway is not only to shorten the travel time between the two major cities, but also to allow Indonesian people to experience a faster life. The Jakarta-Bandung HSR can make people feel the accelerated era of the 'half-hour economic circle.' This feeling may accelerate Indonesia's future infrastructure construction and China will benefit from Indonesia's achievements because of its willingness to share knowledge both in terms of infrastructure development and in terms of resolving administrative and social problems that arise from the construction of this project and its management after development with the host country.

3.7 Success Indicators

3.7.1 Adherence to Timelines and Milestones

One of the key indicators of the success of the implementation of the Jakarta-Bandung HSR is sticking to timelines and milestones. This implies that completion on time constitutes proper project management, which is a sign of reliability and commitment to schedules (Rakhmat, 2023). Adherence to project timelines helps foster international credibility as it demonstrates professionalism and competency.

3.7.2 Overall Project Satisfaction

The Jakarta-Bandung HSR project has shed light on the satisfaction levels of varied stakeholders who participated or were impacted by it. Stakeholder satisfaction entails more than timelines for completion, the quality, safety and completion of the project objectives (Butt et al., 2021). Positive stakeholder sentiment is good for public opinion about Indonesia's ability to deliver on large infrastructure projects.

3.8 Collaboration Effectiveness

3.8.1 Evaluation of Stakeholder Collaboration

International Credibility Index has an important basis upon which Chinese and Indonesian stakeholders collaborate. Collaboration is based on the ability to work cooperatively, successful joint ventures, and common responsibilities (Martinez et al., 2019). The assessment of stakeholder collaboration also provides insight into the diplomatic and intergovernmental aspects of the project, and it also directly affects Indonesia's image in the eyes of the world's partner states.

3.8.2 Communication and Coordination Perception

To make the execution of big infrastructure projects successful, it is important to note that they involve effective communication and coordination. The index is focused on perceptions on channels of communication, efforts made to respond to the challenges and cooperation among stakeholders (Lim et al., 2021). Such positive assessments help to build a story of coordinated and communicative China that can improve the international credibility.

3.9 Economic Benefits

3.9.1 Impact on Local Communities

The economic implications that the Jakarta-Bandung HSR has for the local communities is one among its paramount objectives. The index considers employment, business opportunities, and economic impact on the whole community. By doing so, Indonesia shows itself as a responsible nation and a partner with great consideration towards local communities, which boosts its prestige in the international arena (Nath & Raganata, 2020).

3.9.2 Job Creation and Infrastructural Development

The high-speed railway's contribution to the economy can be studied by looking at job creation and infrastructural development. This index evaluates the number of jobs created and infrastructure developed by the project. These positive outcomes not only improve Indonesia's economy but also show that this rail politics project is also plays an important role for Indonesia's sustainable development, thus positively impacting international reputation (Wu & Chong, 2018).

The suitability of the Index for Study Objectives

Taken together, these indicators provide a specific framework that allows to assess the effect of Jakarta-Bandung HSR on international credibility of the country. Here's how the International Credibility Index aligns with the study's objectives.

| Level I: Success Indicators | Level II: Adherence to Timelines and Milestones | Level II: Overall Project Satisfaction |
|---|---|--|
| Definition | Proper project management demonstrated by sticking to timelines and milestones. | Satisfaction levels of varied stakeholders, considering quality, safety, and completion of project objectives. |
| Significance | Sign of reliability and commitment to schedules, fostering international credibility. | Positive stakeholder sentiment contributes to a favorable public opinion about Indonesia's ability to deliver on projects. |
| Level I: Collaboration Effectiveness | Level II: Evaluation of Stakeholder Collaboration | Level II: Communication and Coordination Perception |
| Definition | Basis for collaboration between Chinese and Indonesian stakeholders. | Focus on perceptions of channels of communication, efforts to respond to challenges, and cooperation among stakeholders. |
| Significance | Reflects cooperative work, successful joint ventures, and shared responsibilities. | Positive assessments contribute to building a narrative of a coordinated and communicative Indonesia, improving credibility. |
| Level I: Economic Benefits | Level II: Impact on Local Communities | Level II: Job Creation and Infrastructural Development |

| | | |
|--------------|---|---|
| Definition | Economic implications for local communities, considering employment, business opportunities, and overall impact. | Evaluation of the number of jobs created and infrastructure developed by the project. |
| Significance | Demonstrates responsibility and consideration toward local communities, enhancing Indonesia's prestige internationally. | Positive outcomes improve Indonesia's economy and portray a commitment to sustainable development, positively impacting reputation. |

Figure 2: International Credibility Index Framework for the Jakarta-Bandung HSR

Holistic Evaluation: The index provides a comprehensive evaluation based on success factors, effectiveness of collaboration, and economic benefits (Zidane et al., 2015). Using a holistic approach ensures that the study covers the multidimensional effect of high-speed railways on the international reputation of Indonesia as a host country and China as the country constructing this project.

Objective Measurement: All of these indicators are quantifiable. The project's impact could be measured using tangible data points such as timeline adherence, stakeholder satisfaction scores, and economic impact figures (Zhang et al., 2023).

Reflecting Diplomatic Relations: The inclusion of the evaluation of stakeholder collaboration and diplomatic dimensions within the index is in line to assess the impact of the Jakarta-Bandung HSR on the diplomatic relations between China and Indonesia (Marinaccio, 2019). The collaboration results positively to make China a reliable and trustworthy partner in international cooperation.

Social Responsibility: China's commitment to social responsibility is also captured by the index as it analyzes economic benefits at the community level and project contribution to job creation and infrastructural development (Al-Marri et al., 2019). The same goes for broader expectations of globalization towards countries to conduct socially responsible and sustainable development initiatives.

Timeliness and Relevance: It includes up-to-date and applicable indicators in the modern-day international setting. Attention is given to the timeliness of the project and collaborative effectiveness in dealing with the short-term impact of the high-speed railway to validate the study's relevance in the present geopolitical setting (Albert et al., 2017).

Stakeholder-Centric Approach: This point is emphasized by considering stakeholder satisfaction as a critical measure. The stakeholder-centric approach allows for the insights of those directly affected by the project (Bostock, 2014).

4. RESULTS AND FINDINGS

The Jakarta-Bandung HSR, which is considered to be the first high-speed railway in Southeast Asia and the landmark project for China-Indonesia practical cooperation, officially started its commercial operation on October 2, 2023. This section presents the results and findings of the study, focusing on the International Credibility Index indicators: Key performance indicators, collaboration effectiveness, and economic benefits.

4.1 Success Indicators

4.1.1 Adherence to Timelines and Milestones

Regarding timelines and milestones, WHOOSH has shown remarkable consistency. The project started with the symbolic laying of the foundation stone on January 21, 2016, and ended with its official commercial operation on October 2, 2023. This is indeed an impressive chronology, which highlights how closely it has adhered to the project's schedule. Completion of track laying on March 31, 2023, was an essential milestone in the project timeline. The joint debugging and testing took place between May 22, 2023, and September 7, 2023, showcasing the project's painstaking efforts toward successfully integrating all parts. The milestones represent the technical achievements and demonstrate the project's dedication to providing a world-class, fully operational high-speed railway system. The ability of Jakarta-Bandung HSR to comply with these deadlines confirms its credibility and dependability as a transformative infrastructure development project in Southeast Asia.

Successful timelines and milestones in constructing Jakarta-Bandung HSR prove the country's Hard Power Indicator. A high level of project management proficiency is evidenced by the project's ability to deliver on predetermined schedules, underscoring organizational efficiency. This precision shows the capacity in hard power for the nation to deploy resources efficiently in large-scale projects with long-term foresight. The project's progress is displayed from the symbolic laying of the foundation stone to the official commercial operation, which shows a well-coordinated and disciplined approach to infrastructure development. Such respect for deadlines, though a technical achievement, is also a material manifestation of the country's hard power as a transformative and strategically significant infrastructure. The successful running and completion of the Jakarta-Bandung HSR add more weight to the nation's credibility among other international communities, confirming its capacity for the successful execution of grand projects and developments.

4.1.2 Overall Project Satisfaction

Completion of Jakarta-Bandung HSR has translated to greater satisfaction for the total project. The railway has demonstrated fantastic performance indicators in one month from November 17, 2023. In a short period, the high-speed railway carried a massive load of 383,000 passengers, and the highest occupancy rate was 98.7% in a day. It has served 1,028,216 passengers during 2 months of commercial operation from October 17 to December 25 2023. The highest number of passengers served in one day has reached 21,500 passengers per day, including during the current year-end holiday period (Dewi, 2023). This achievement shows the high public interest in modern and reliable public transportation in Indonesia, along with travel time efficiency and comfort. The statistics point out not only the efficiency of the railway, which helps meet the population travel requirements but also the high level of satisfaction of the passengers. The high ridership figures and the exceptionally high occupancy rate suggest that the project was successful in meeting and exceeding its stakeholders' expectations. One of the significant stakeholder groups involved in defining the effectiveness of the high-speed railway is the passenger. The project has successfully integrated into the day-to-day lives of the people it serves. It is a measure of well-executed and appreciated infrastructure development. This upsurge in passenger numbers and satisfaction levels spells good news for the long-term success of Jakarta-Bandung HSR and the region.

The Jakarta-Bandung HSR Comprehensive Management Capacity Indicator is the overall project satisfaction regarding the project completion. The practical implementation of this infrastructure project is a testament to good governance in the planning and execution of large ventures. By providing a fast railway that serves the people's travel requirements, the governance structure shows its capability to deal with the vital part of public service. The smooth completion of the project reflects the efficacy of the governance and constructor framework in delivering timely and successful implementation of complex infrastructure projects. In this aspect, overall project satisfaction reflects their capacity to understand and address the needs and expectations of the public, demonstrating an effective system that strives to improve people's living standards.

4.2 Collaboration Effectiveness

4.2.1 Evaluation of Stakeholder Collaboration

The Jakarta-Bandung HSR project's success story hinges on the collaboration between the Chinese and the Indonesian stakeholders. The crucial starting of this collaboration was a sign of good diplomacy and operational coordination. The project timeline, highlighted by significant events, reflects a trail of joint successes. This transformative journey began in 2015 when the "Memorandum of Understanding" was signed, representing the foundation agreement. Following that, a joint venture between China Railway Corporation and Indonesian SOEs indicated a shared vision and cooperative effort to achieve this enormous undertaking. The formation of this joint venture not only strengthened the commitment to work together but also provided joint liability and investment in the joint venture's success. In this collaborative narrative, the turning point was when China won over the Japanese proposal in 2015. This success was also a diplomatic victory, which showed that China and Indonesia have tight diplomatic ties. Effectively, the Jakarta-Bandung HSR Project depicts a mode of cross-national cooperation that should pave the way for further joint ventures and diplomatic relationships. However, this project was very successful in its execution, and part of its success came from the smooth cooperation of the Chinese and Indonesian stakeholders, who set an example of successful international infrastructure collaboration.

The Jakarta-Bandung HSR project is a critical Foreign Policy Behavior Indicator of the collaborative of Chinese and Indonesian stakeholders. Shared goals and a cooperative approach to the transformative infrastructure project are illustrated by effective diplomatic and operational coordination. Such success in this collaboration shows a foreign policy strategy aimed at developing solid international partnerships, friendly diplomatic relationships that are mutually beneficial, and achieving the set objectives collectively. The marked historical timeline shows a diplomatic journey that was done successfully due to the ability of the two countries to overcome diplomatic and operational challenges for mutual benefit. In summary, the evaluation of stakeholder cooperation in the project is a vital reflection on China and Indonesia's foreign policy conduct, revealing that they are keen on diplomatic cooperation and common objectives.

4.2.2 Communication and Coordination Perception

Communication and coordination have been paramount in the success of the Jakarta-Bandung HSR project. While specific quantitative data is not mentioned, the absence of significant controversies or disputes throughout the project is evidence of effective

communication and coordination. Communication is vital in any big infrastructure project, especially cross-border cooperation with various stakeholders. The non-existent reported disputes or controversies indicate that the communication channels were efficient, open, and responsive. Such a process would likely feature periodic updates, consultation forums, and a consultative decision-making approach. In addition, coordination, an associated aspect, should be highly emphasized to ensure that different project components fit together smoothly. Since there were no significant disruptions or conflicts, proper coordination mechanisms were implemented, and the project progressed without any disturbances. This could include regular project meetings, joint planning sessions, and mechanisms for solving any problems promptly. Although the specific methods by which the communications and coordination were made are not stated, the project's success indicates that these activities were taken care of. The perceived effectiveness in communication and collaboration between Chinese and Indonesian stakeholders makes the project look positive, increases its reputation, and contributes to the positive evaluation of this collaboration.

The International Communication Power and Public Opinion Influence Indicator is highly dependent on the perceived effectiveness of communication within the Jakarta-Bandung HSR project. This demonstrates a lack of significant disputes or controversies throughout their project and effective internal communication among stakeholders. The positive perception shows that communication channels were open, transparent, and responsive, contributing to a good image of the project. Effective communication practices help ensure that the project's progress is known to the public, contributing to the better reputation of the involved countries. In addition, the absence of reported disputes also portrays the positiveness of the project itself, and this affects domestic and international perceptions of the countries' communication strength in the world. Effective communication management is a critical success factor in how the WHOOSH project's narrative is written and influences the general assessment of China-Indonesia cooperation.

4.3 Economic Benefits

4.3.1 Impact on Local Communities

WHOOSH, which started from Halim's station, is expected to benefit the local communities living along the route economically. The first month recorded a transport of 383,000 passengers, and it is a good start and a good forecast for the anticipated economic effects. One of the most important economic advantages is boosting the host country's local businesses. More visitors and tourists are likely to be attracted to the areas around the railway stations due to the increased accessibility offered by the high-speed railway. The increase in footfall may result in enhanced economic activity and ultimately benefit the local shops, restaurants, and service providers. This, coupled with the railway's strategic alignment with many urban centers, makes the area attractive for residential and commercial purposes, making it convenient for residents to commute. In addition, the economic growth generated by the Jakarta-Bandung HSR is not purely restricted to passenger transport. Goods can move more efficiently through the railway, supporting trade and commerce and making the economy more dynamic. This multi-dimensional impact emphasizes the importance of the high-speed railway as an engine for local development that can improve the economy of the communities it serves.

Stimulating local companies along the Jakarta-Bandung HSR corridor is essential for enhancing Government Credibility and Social Cohesion. WHOOSH effectively enhances accessibility, significantly increasing the number of visitors and tourists to the communities surrounding the stations. The heightened economic activity can benefit local establishments, including stores, restaurants, and service providers.

4.3.2 Job Creation and Infrastructural Development

The Jakarta-Bandung HSR construction phase has been marked by significant projects, including bridges and tunnels, which have helped create jobs and build infrastructures. Though specific quantitative data on job creation is not available, the nature of undertaken projects suggests substantial employment impact involving a wide variety of skilled and unskilled workers. The construction of long tunnels and big bridges necessitates a wide range of expertise, from engineers to on-site workers. With all this diversity in job requirements, the local communities must have had employment opportunities, thus uplifting the region's socio-economic status.

As noted in the project's history, the training and skill development programs associated with the construction phase also indicate an effort to develop the local workforce. These technical challenges have been completed beyond job creation, leaving a footprint on local infrastructure. The construction of bridges, tunnels, and other related railway structures improves communication and leaves a legacy of better transport infrastructure in the area. This, in turn, helps develop and modernize the local infrastructure to align with the region's development goals. Therefore, WHOOSH is more than just a transport project; it catalyzes comprehensive economic and infrastructural development.

The lengthy construction phase of WHOOSH, particularly in job creation, constitutes one of the country's Hard Power Indicators. Though specific job creation quantum data is not provided in the text, it could imply that the diverse nature of the undertaken projects, such as bridges and tunnels, can be substantial in job creation.

Employing several skilled and unskilled workers, including engineers to site laborers, indicates the mobilization of a workforce for massive infrastructure projects. The robust job creation addresses unemployment and socio-economic upliftment for the region. As the government strives to foster economic development from the base, this shows the government's commitment.

Complex power indicators are also highlighted in this case by emphasizing local economic upliftment. This project successfully provided essential infrastructure to improve local economies, strengthening its influence through substantial infrastructure projects in the host country.

5. CONCLUSION

The inception of the Jakarta-Bandung High-Speed Rail (HSR) may be traced back to 2014, when Indonesian President Joko Widodo's visit to China initiated the project. The execution of the agreements, the triumph over other ideas, and the establishment of a collaborative enterprise were pivotal measures. The 2016 groundbreaking ceremony paved the way for an ambitious project that would serve as a testament to the power of international collaboration.

5.1 Success Indicators

The success of the project with respect to the timelines and the milestones forms a critical aspect of our evaluation. Construction of the Jakarta-Bandung HSR started laying the foundation stone in 2016, the project continued progressing through different stages of construction until the commercial commencement in 2023. Track laying and joint debugging within the specified time frame proves the project precision and efficiency. Moreover, the high levels of overall project satisfaction, with occupancy rate of 98.7 percent in the first month of operation, indicate fulfillment of stakeholders' expectations. The passengers' endorsement of the project highlights its operational effectiveness and alignment with public opinion.

5.2 Collaboration Effectiveness

The success story of the Jakarta-Bandung HSR is largely based on the cooperative efforts exerted by Chinese and Indonesian stakeholders. The signing of the main agreements, the establishment of joint venture and overcoming of competing projects is not only the successful collaboration, but also diplomatic achievement. The lack of major controversies experienced during the execution of the project indicates that stakeholders communicated effectively and coordinated their efforts, hence adding a layer of stability to the collaborative process.

5.3 Economic Benefits

Jakarta-Bandung HSR could be a driver for host country's economic development. The impressive passenger numbers in the first month of operation is an indicator of sustained growth along the rail route and immediate impact on the local businesses. The railway offers a positive force to local communities, especially considering the potential for job creation and infrastructural development, particularly in challenging projects like bridges and tunnels.

5.4 Overall Assessment

The study's outcomes indicate that the Jakarta-Bandung HSR has not only met its objectives but also enhanced China's credibility on the international stage through its political steps to invest and develop infrastructure in Indonesia. Based on the success indicators, collaboration effectiveness, and economic benefits collectively, although the project's survey data may be insufficient, its history and operational results serve as the best indicators of success.

This project contributes to Indonesia's international image as it shapes the 'Jakarta-Bandung HSR Economic Belt' and gains China's international credibility as a reliable partner in implementing massive infrastructure projects, which engraves the development of the host country's partners. The project's success also plays a significant role in the region's economic development, putting China on a positive trajectory and making it a significant player in high-speed rail and broader infrastructure development.

Overall, the Jakarta-Bandung HSR goes beyond being a transportation infrastructure project. It represents a transformative pathway in which China and Indonesia have achieved jointly realized accomplishments, a thriving economy, and an improved global image. The railway cuts a track through the green heart of Jakarta to Bandung, writing indelibly into the nation's development.

It is more than just how many kilometers of track are laid or the number of passengers that can determine the success of this project. The intangible gains of strengthening diplomatic ties, economic growth, and realizing a vision beyond railway tracks are also significant. This closing chapter of the Jakarta-Bandung HSR stands as evidence of international cooperation, effective project management, and the impact of infrastructure projects on shaping a nation's narrative on the world stage.

The construction of the high-speed railway in Indonesia presents a vivid example of the difficulties in accurately elucidating subjective and covert issues of international credibility. By examining events related to this project, it is possible to effectively evaluate the concerns of international credibility during a specific period. This project serves as a symbol of successful cooperation, inspiring other countries to strive for the same. The Jakarta-Bandung High-Speed Rail (HSR) is a connection between cities and a bridge that successfully engraved China's international credibility through its joint success. This project also opens many more international collaboration opportunities and, in the same way, uplifts its partner country's future and economic growth.

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