

BAB V

KESIMPULAN

Untuk mencapai tujuan Malaysia di bidang ekonomi banyak program yang dikeluarkan pemerintah Malaysia. Salah satunya adalah *ETP*, *ETP* memiliki banyak sekali cabang program salah satunya adalah pembangunan *HSR* dari Kuala Lumpur ke Singapura. Program ini memiliki banyak potensi dan analisa lebih lanjut sudah memberikan hasil bahwa program ini memiliki banyak keuntungan ekonomi bagi negara Malaysia. Pasar properti dan Industri pekerjaan adalah beberapa dari sektor ekonomi Malaysia yang akan mengalami penumbuhan bagi ekonomi Malaysia. Maka dari itu program *HSR* Malaysia-Singapura sejalan dengan tujuan *ETP* Malaysia untuk meraih PDRB per kapita yang lebih tinggi.

Usaha tiap negara berbeda-beda untuk menaikkan derajatnya, yang dimaksud dari ini adalah status tingkat pendapatan suatu negara, salah satunya Malaysia dengan program *ETP*nya yang bertujuan untuk mengubah status pendapatan negaranya dari negara berpendapatan per kapita menengah menjadi negara dengan pendapatan per kapita yang tinggi. Salah satu programnya adalah pembangunan *HSR* antara Malaysia dan Singapura menggunakan rangkaian teknologi yang dibuat oleh Tiongkok dan menyambung integrasi wilayah Tiongkok ke daerah Asia Tenggara. “Bagaimana Potensi Program Belt and Road Initiative dalam bentuk High Speed Railway antara Malaysia dan Singapura terhadap pembangunan ekonomi Malaysia (*Economic Transformation Program*)?”. Hal ini

dianalisa oleh beberapa teori seperti game theory, liberalisme, teori kerja sama, dan teori efek transportasi terhadap ekonomi.

BRI merupakan sejarah yang panjang yang merupakan topik utama bab 2 bersama dengan *ETP*. *BRI* merupakan program yang bersinggungan dengan proyek *HSR* di antara Malaysia dan Singapura. *BRI* sendiri memiliki sejarah yang panjang hingga sampai menjadi program *BRI* seperti saat ini, dimulai dari adanya *silk road* pada zaman dahulu, sekarang pemerintah Tiongkok melaksanakan program *BRI* yang merupakan reinkarnasi dari program Jalur Sutra yang sudah selesai dilaksanakan di berbagai negara di dunia ini. Selain itu, perekonomian Malaysia sudah berada di *middle income level*, namun pemerintah Malaysia ingin menjadi negara dengan status *high income*. Malaysia memiliki karakteristik ekonomi tertentu seperti berfokus pada industri barang mentah seperti karet dan barang elektronik. *ETP* memiliki 12 pilar yang salah satunya adalah transportasi.

Apabila dianalisa sesuai teori yang ada di kerangka pemikiran yaitu game theory maka akan ditemukan hasil bahwa ke 2 belah pihak, Tiongkok dan Malaysia ingin mencapai keuntungan maksimal dilihat dari enggannya pihak Malaysia memulai pembangunan dikarenakan biaya yang cukup besar. Masalah keuangan adalah penyebab utama penundaan pembangunan *HSR* dan masalah ini harus diselesaikan secepat mungkin karena apabila penulis temukan di analisa pihak Malaysia lah yang akan mendapat keuntungan besar bukan Singapura. Secara teoritis kasus ini termasuk dalam teori liberalisme dikarenakan adanya keinginan dari 2 pihak untuk bekerja sama untuk mencapai kepentingannya masing masing. Lalu keduanya harus bersifat kooperatif untuk mencapai tujuan bersama.

Transportasi merupakan salah satu pilar yang esensial yang berhubungan dengan wadah bagi supply chain. Peningkatan properti dan pasar kerja sebagai pilar-pilar *ETP* sudah mulai terlihat pertumbuhannya dari keadaan tersebut secara menyeluruh. Maka dari itu Malaysia harus menyiapkan diri akan pembangunan tahap awal *HSR*. Kesiapan ini dapat dilihat dari kesiapan ekonomi dan politik. Hal ini dikarenakan karena apabila pembangunan proyek dilakukan pihak Malaysia lah yang paling diuntungkan secara ekonomi, pihak Singapura menyetujui semata karena ingin menjalankan hubungan baik dengan Tiongkok. Pembangunan *HSR* ini merupakan hal yang esensial pula bagi Tiongkok untuk menjadi bagian dari *BRI* dan mencapai keinginan Tiongkok, sehingga tidak hanya menguntungkan bagi Malaysia.

HSR juga berdampak positif terhadap pertumbuhan sektor properti Malaysia, dapat dilihat dari pertumbuhan sektor properti wilayah-wilayah yang rencananya akan dilewati jalur *HSR* atau menjadi stasiun pemberhentian *HSR*.

Jadi, proyek *HSR* mempunyai dampak positif bagi *ETP* di sektor properti dan ketenagakerjaan sebagai pilar *ETP*. Pada awalnya proyek ini akan dimulai akhir tahun 2020, tetapi, semua rencana ini dibatalkan karena ada pandemi *Covid-19* secara global, termasuk di Malaysia dan Singapura. Oleh karena itu Malaysia harus bekerja keras untuk melawan virus *Covid 19* agar program ini dapat direncanakan ulang dan dikerjakan kembali..

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