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SPATIAL STRUCTURE OF CIREBON CITY IN 1918
BASED ON SUGAR INDUSTRY ARCHEOLOGICAL HERITAGE AND RAILROAD TRANSPORTATION

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Introduction

• Dutch colonial government, especially during the VOC period in Indonesia, greatly influenced the development of the Cirebon Region.

• Before 1930 Indonesia became one of the world’s biggest sugar producers, as a result of the politics of forced cultivation (1830-1870).

• Sugar exploitation by the Dutch Colonial indirectly led to the development and growth of the economy of the surrounding community.

• To produce sugar, factory was constructed and transportation for cane sugar from the fields to cane sugar processing factories were also build, area around sugar factory and the railroad were affected by the existence of these factories. There were 32 sugar factories in Java which are connected to each other by rail transportation.

• Cirebon have a port for the transportation for sugar that produce in the areas for world market.
# Introduction

(Several sugar factories in Java)

<table>
<thead>
<tr>
<th>No</th>
<th>Processing Plant Name</th>
<th>Since</th>
<th>Directors Office</th>
<th>Owner</th>
<th>Location of Heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Djatiwangi</td>
<td>1896</td>
<td>Nt. Nationale Industrie and Landbeuw Mij Surabaya</td>
<td>Nv. Mij Tot Exploitatie der Sulter onderneming Djatiwangi Belanda</td>
<td>Majalengka</td>
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<td>2</td>
<td>Gempol</td>
<td>1847</td>
<td>John Poet and Cc. (Indonesia) NV. Di Jakarta</td>
<td>Nv. Aments Suiker Fabriaeken</td>
<td>Cirebon</td>
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<tr>
<td>3</td>
<td>Khadipaten</td>
<td>1876</td>
<td>Fa. Anemaet dan co di Surabaya</td>
<td>Nv. Cultuur Mij Khadipaten Java</td>
<td>Majalengka</td>
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<tr>
<td>4</td>
<td>Karangsoewoeng</td>
<td>1896</td>
<td>Nv. Koey Voerhout And Coester Van</td>
<td>Nv. Mij Tot Exploitatie der Suicer Ordeneming Karangsoewoeng</td>
<td>Cirebon</td>
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<td>5</td>
<td>Arjainagaoen</td>
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<td>6</td>
<td>Paroengdjaja</td>
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<td>Soerawinangoen</td>
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<td>8</td>
<td>Singdangleret</td>
<td>1896</td>
<td>CV Waller dan Plato di Jakarta</td>
<td>Nv. Mij Eksplotatie der Suiker Fabriek “Sindanglaoeit”</td>
<td>Cirebon</td>
</tr>
<tr>
<td>9</td>
<td>Nie Tersana</td>
<td>1937</td>
<td>Nv. Cultuur Mij Parakan Salak di Bandung dan Jakarta</td>
<td>Nv. Landbouw Mij Tersana</td>
<td>Cirebon</td>
</tr>
<tr>
<td>10</td>
<td>Leuweunngajah</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Cirebon</td>
</tr>
<tr>
<td>11</td>
<td>Ketanjoenggaan West</td>
<td>1911</td>
<td>Nv. Verenigde Voorstenlandsche Cultuur Mij di Semarang</td>
<td>Nv. Cultuur Mij Ketanjoenggaan West</td>
<td>Pekalongan</td>
</tr>
<tr>
<td>12</td>
<td>Gist and Spirtusus</td>
<td>1883</td>
<td>Nv. Interrationale Gredit an Handels Verenigde Rotterdam</td>
<td>Nv. Aments Suikernabrieken</td>
<td>Cirebon</td>
</tr>
</tbody>
</table>
Introduction

(Cirebon area in North Java, have strategic location and a port for transporting sugar production to world market and distribution of sugar factories)
Methods

• This research use a spatial approach, an approach that emphasizes the analysis of spatial processes, in this case space is a unitary surface of the earth with the resources above it.
• In the form of qualitative research, seeing Cirebon region structure of the in 1918, through historical reconstruction in the industrial and transportation aspects
• The research was conducted using a descriptive exploratory survey, the method used is inductive reasoning:
  1. Exploring the sugar factory industry in the Cirebon region in 1918;
  2. Exploring the legacy of rail transportation in the Cirebon area 1918;
  3. Analyzing relationship between the existence of rail transportation and the sugar industry in 1918;
  4. Carry out an analysis of the existence of the sugar industry and rail transportation with the development of the surrounding infrastructure;
  5. Analyzing the spatial structure of the Cirebon region in 1918 based on the concentric theory;
  6. Conclude and report the research results
Methods

• Data was collected through literacy studies (books, journals, maps and other sources of scientific publications to determine the existence of sugar factories and railroad transportation in 1918)

• Documentation study, namely data from related agencies
  1. PT KAI for rail transportation in 1918;
  2. PT Pabrik Gula Rajawali (Rajawali Sugar Factory) for data on the sugar factory industry and sugarcane plantations in 1918 and
  3. Cirebon City and Regency Governments to help obtain archaeological data along with the history of the existence of cultural sites related to the sugar industry and rail transportation in 1918
Methods

Data were analyzed with:

1) Mapping the archaeological remains of the sugar industry and railroad transportation in 1918 with the reconstruction of the geographic information system

2) Correlating geographic information system analysis in the form of maps

3) Analyzing with a spatial approach to obtain the 1918 Cirebon region spatial structure

4) Classify and zoning spatial structures in the form of maps and report descriptions
Result and Discussion
Result and Discussion
Result and Discussion
Result and Discussion
( Cirebon Railway Station dan Port, circa 1918)
Result and Discussion
(Railway archaeological remains)
Result and Discussion

Tinggalan Arkeologis Sisa Jalur Kereta Api
Conclusion

The spatial structure of the Cirebon Region in 1918 was formed due to the arrival of the Dutch East Indies Government, due to the exploitation of cane sugar plantation, sugar industry also developed, the development sugar industry in turn encouraged the development of railway transportation technology.

The development of the sugar industry made other infrastructure related to the sugar industries also developed, so in 1918 the Cirebon Region had a complex and interesting spatial structure to study. Based on the concentric theory of zoning, the central business district zone near the port was the final transportation center for sugar commodities, then these developments are followed in a concentric manner including the transition zone, lower class residential homes, upper class residential homes and the commuter zone, following the infrastructure in the sugar industry and rail transportation.