

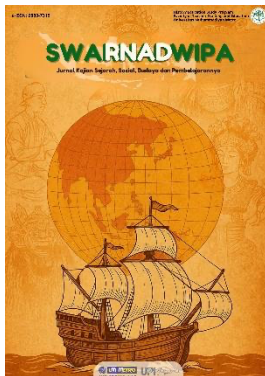
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Synergistic Integration of Land and Sea Transportation: Realizing Oosthaven as a Strategic Port City at the Tip of Sumatra

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Abstract

This study discusses the development of Oosthaven Port and the importance of integrating land and sea transportation in making it a strategic port city at the southern tip of Sumatra. The primary focus of this research is to analyze how the development of this port was driven by Dutch colonial policies that emphasized the control of trade in key commodities such as pepper, coffee, and rubber. Additionally, the study examines the role of land transportation through the construction of railway lines connecting the port to inland areas, thus facilitating the distribution of commodities to international markets. Oosthaven, which initially served as a simple port, evolved into a crucial trade hub due to the efficient coordination of land and sea transportation infrastructure. This research shows that the development and management of transportation integration at Oosthaven not only accelerated the economic growth of the Lampung region but also reflected the influence of colonial policies in regulating and dominating the trade system, while introducing a social structure that prioritized segregation based on class and ethnicity.

Keywords: Integration of transportation, Oosthaven Port, Dutch colonialism, colonial economy, land and sea transportation.

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INTRODUCTION

The Lampung society in the past had simple social characteristics and was marked by a relatively primitive socio-political system. Leadership in this society was generally held by the head of the clan, chosen based on the oldest lineage, who was responsible for leading the community. The existence of many separate clan governments reflects the political fragmentation in the region. However, despite this, these clans were not integrated into a larger political unit but often maintained subordinate relationships with external political powers, such as the Sultanate of Banten and Palembang. This partnership was primarily based on economic interests, particularly the trade of key commodities such as pepper. In fact, to maintain economic benefits, some clans did not hesitate to collaborate with European powers, such as the British in the western Lampung region and the Dutch in the Tulang Bawang to North and East Lampung areas. (Kartodirdjo, 1987).

The Dutch interest in the Lampung region had been evident since the time of the Sultanate of Banten. This relationship was primarily economic, with Banten controlling the trade of pepper, which was the main commodity at that time. In practice, the Dutch utilized this relationship to control the flow of commodities, especially pepper, through the influence they exerted over the Sultanate of Banten. However, after the fall of Banten in the

17th century, Dutch influence over the Lampung region grew, although not all clans in Lampung fully submitted to Dutch colonial rule. During this time, Banten's control was more symbolic, with the Dutch relying on regulations and symbolic rewards, such as nobility titles and ranks, to control the flow of commodities, rather than using military force. (Ricklefs, 2008).

In the context of Dutch colonialism, the island of Sumatra, including the Lampung Residency, became a focal point due to its rapid economic dynamics. Sumatra, which in the past was part of the Srivijaya Kingdom, possessed abundant natural resources, including agricultural products and trade commodities that were highly attractive to European colonizers. In the 19th century, this region further developed with the arrival of European companies that dominated key economic sectors, such as plantations and agriculture. The presence of these companies accelerated the pace of economic development, which in turn encouraged the Dutch colonial government to pay more attention to this region. (Oktaviani, R., Wijaya, D. H., & Sumarno, 2023). This is in line with the discussion (Sutomo, 2002) who emphasized the importance of collaboration between the Dutch colonizers and the local government in shaping an economic system that benefited colonial interests.

As part of colonial policies to optimize the management of natural resources, the Dutch recognized the importance of ports as a primary means of transportation and distribution of goods. One port that played a significant role in the development of the Lampung region is the Panjang Port, which during the colonial era was known as Oosthaven. The development of Panjang Port began in the early 20th century and became a silent witness to the long history of Lampung. This port was designed as a vital point in connecting trade between Sumatra and international markets. Initially, Panjang Port was just a simple pier 200 meters long with a warehouse of about 1,000 square meters. (Luthfi, 2017) The development of this port, as explained by (Wicaksono, 2010) It illustrates how Lampung transformed into one of the important regions in the colonial trade route in Sumatra.

Panjang Port became very important in supporting the Dutch colonial goal of facilitating the export of commodities from the Dutch East Indies, particularly plantation products such as pepper, coffee, and other goods, to European markets. Continuous development and improvements were made to increase the port's capacity, in line with the rapid economic development in Lampung. This illustrates how the Dutch colonial government utilized transportation infrastructure to streamline trade processes and optimize economic profits from their colonies. (Sutomo, 2002). In this regard, the port became a key element in the colonial strategy aimed at strengthening the Dutch imperial economy in Southeast Asia.

Dutch influence in Lampung was not limited to the economic sector, but also involved significant social and political developments. Although the Dutch colonial government had a major influence in determining the direction of urban development and infrastructure in the region, they also utilized more subtle policies to introduce Western social and cultural systems to the local population. Panjang Port, as a maritime transportation hub, played a role as a gateway for broader European influence. The development of this port became an important indicator in the creation of a more modern port city, integrated with the global economy. (Hasan, 2014b).

Over time, Oosthaven developed into an important port city. Although initially used for simple trade activities, Oosthaven's role in the land and sea transportation system became increasingly crucial in supporting economic development in the Lampung region. The coordination between land and sea transportation became a key factor in supporting the growth of this city, with the port serving as a hub for the distribution of goods and natural resources produced from the surrounding areas. With the presence of integrated transportation infrastructure, Panjang Port was able to connect Lampung with the global trade network, while accelerating the flow of commodities to and from various

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international markets. (Prasetyo, 2009). This is in line with the discussion by (Suyanto, 2012) which highlights the importance of the port in the context of colonial trade and the socio-economic transformation that took place in Sumatra.

In addition, the development of this port also impacted the socio-economic dynamics of the surrounding area. The development of the port city not only had a positive impact on trade but also accelerated the process of urbanization in Lampung. Port cities like Oosthaven became centers of economic, social, and cultural activities, attracting migration from various regions, both within Sumatra and outside the island. This process of urbanization transformed the social structure of society, created new job opportunities, and introduced various technological innovations from Europe. (Wicaksono, 2010). The development of Oosthaven as a port city was also closely linked to changes in the distribution and transportation patterns of goods. Before the establishment of this port, goods distribution in Lampung relied more on less efficient land routes. However, after Panjang Port was built and integrated with a better land transportation system, the process of commodity distribution became smoother and more efficient. This supported the economic progress of the Lampung region, while also strengthening its role. its strategic role as a trade center in Sumatra. (Hasan, 2014b). Oosthaven Port, now known as Panjang Port, stands as a witness to the transformation that took place in the Lampung region, from an isolated area to one of the important economic centers in Sumatra. Through the development of integrated transportation infrastructure, both land and sea, this port city successfully connected Lampung to the global trade network and had a significant impact on the social and economic life of the local community. Therefore, Oosthaven not only functioned as a trade port but also as a symbol of the success of Dutch colonial development that significantly altered the social and economic structure of Lampung. (Prasetyo, 2009).

RESEARCH METHODS

The research method is a series of procedures used by researchers to collect and analyze data in order to achieve the research objectives. This method functions as a technique to obtain, process, and interpret data to answer research questions, while ensuring that the research is conducted systematically, objectively, and empirically, so that the results obtained can be accountable (Abubakar, 2021). This study uses the historical research method, which is a systematic approach to analyzing past events. According to historical research, it involves several important steps, starting with the selection of a relevant and interesting topic. This topic selection forms the basis for understanding the historical events to be studied, which should undoubtedly contribute significantly to enriching historical knowledge. Once the topic is determined, the next step is the collection of sources or heuristics, where the researcher gathers documents, artifacts, or oral sources related to the topic.

Once the sources are collected, the next step is verification or source criticism. This step is carried out to examine the authenticity and credibility of the obtained information sources. The process includes external criticism, which aims to assess the physical validity of the sources, as well as internal criticism, which examines the content and context of the sources. (Padiatra, A., 2020). By conducting this verification, the researcher can ensure that the sources used are accountable and relevant for further analysis. The next step is the interpretation of the collected facts. At this stage, the researcher strives to understand the relationship between these facts as well as (Sutomo, 2002) the meaning behind the historical events that occurred. A good interpretation will provide deep insight into the historical context being studied. After interpretation, the researcher compiles the research findings into historiography, which is a systematic and logical reconstruction of events. This

historiography aims to present knowledge that can be easily understood, as well as to provide a deeper understanding of the historical events that have been studied. (Benedict, 2003). The historical research method not only aims to reconstruct historical events but also to uncover various social, political, and cultural dimensions that shaped those events. Therefore, this approach allows the researcher to gain a deeper understanding of how historical events can influence social and political conditions in the future. (Suyanto, 2012).

RESULTS AND DISCUSSION

Geographic Location of Oosthaven for Port City Development

Oosthaven is located in the Lampung Bay, which is a natural bay with geographic characteristics that provide protection from large ocean waves, making it an ideal location for a port. The water depth around the bay allows large ships to dock safely, while its geographic position, close to the Sunda Strait, provides direct access to the main shipping routes that connect the Indian Ocean and the Java Sea. This advantage makes Oosthaven an important point in the international shipping network that supports regional and global trade. (Falah, 1995). This location provides strategic advantages, especially in supporting the rapidly growing trade activities in this region.

Since the 17th century, Lampung has been known as one of the largest producers of pepper, a key commodity with high international demand, particularly in European markets. During this period, the Dutch trading company, the VOC (Vereenigde Oostindische Compagnie), recognized the vast potential of the pepper trade from Lampung and sought to control its distribution routes. Through an agreement made in 1682 with the Sultan of Banten, the VOC obtained a monopoly on the pepper trade in the Lampung region. However, this process of control did not go smoothly as many local rulers opposed the VOC, leading to conflicts and instability in the region. Despite this, the VOC continued to strengthen the port infrastructure in Oosthaven to support their trade activities. (Oktaviani et al., 1933)

Lampung itself has a strategic position in the south of Sumatra, serving as a link between the major ports on Sumatra and Java. This makes Oosthaven one of the vital ports in logistics management and goods distribution, not only during the VOC period but also in modern trade. Access to the Sunda Strait also makes it easier for large ships passing through the route to dock at Oosthaven, strengthening its position as a trade center. (Hutabarat, 2000). In addition, the development of the Oosthaven port infrastructure was greatly influenced by the growing pepper trade, considering the continuous global demand for this commodity. In the early 20th century, Oosthaven began to be further developed to meet the export needs of pepper and other commodities, with increasingly adequate facility improvements. This was in line with the enhancement of port infrastructure across Indonesia, supporting national economic activities. (Suryadinata, 2010). Oosthaven then became a strategic point for the export of other agricultural commodities besides pepper, such as coffee and rubber, which also became important commodities for Indonesia's economy. (Ariwibowo, G. A., Budiman, H. G., & Listiana, 2023). In the modern context, Oosthaven still maintains its relevance as the main port in Lampung, supporting international trade with neighboring countries and the Asia-Pacific region. The development of this port also reflects the importance of infrastructure that supports port-based economic growth in coastal areas.

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Transportation Coordination in Oosthaven in the Early 20th Century

The strategic location of Oosthaven convinced the Dutch East Indies government to develop this port city. The broader regional development pattern applied by the Dutch colonial government reflects a systematic approach in the construction of infrastructure in this area. The Teluk Betung region, which encompasses the wide coastline around Oosthaven, was officially organized under the administrative structure of the Afdeling Telokbetong, with Tanjungkarang as its capital, through Staatsblaad 1912 Number 462. This administrative reorganization signified the importance of the area as a transportation and economic hub in the colonial system. (Lisa et al., 2022).

The development of Oosthaven became part of a larger network of ports built by the Dutch in the East Indies. The Teluk Betung region has a long history as a maritime center dating back centuries, with Negeri Olok Gading originally serving as the main port in the area that would later become Bandar Lampung. The continuation of this history reflects how the Dutch colonial planners utilized maritime traditions and geographic advantages in the development of modern port infrastructure. This development aimed to support the export of agricultural products and raw materials from the interior of Sumatra to global markets, while also serving as a point of import for manufactured goods and administrative equipment needed for colonial operations. (Oktaviani et al., 1933).

One of the key networks in the development of Oosthaven was the railway line. The construction of the railway by Zuid-Sumatra Staatsspoorwegen (ZSS) became a major milestone in connecting the inland areas with Oosthaven. ZSS was established as part of the colonial government's efforts to develop the remote areas of South Sumatra, Bengkulu, and Lampung. In 1903, a concession for the construction of the railway in the region was granted, which was then realized with the formation of a Staatsspoorwegen division called ZSS. The first line built connected Panjang Port to Tanjungkarang, which was inaugurated on August 3, 1914. Construction continued towards Palembang, with a division of work between the Lampung and Palembang regions. (Reid, 2011).



Figure 1: Colonial Era Development Plan of Panjang Port

The De Indische Courant archive edition of March 25, 1926, records an interview with H.W. Wouters from the B.O.W. Department, who traveled to Oosthaven (Lampung District) to assess the potential development of the port in line with the increasing export of commodities. According to Wouters, with the near completion of the Zuid-Sumatra Spoorweg construction, a significant increase in exports from Oosthaven was expected. This was due to the infrastructure limitations in Palembang, such as the use of small boats for loading and unloading at Kertapati, which was considered less efficient compared to the facilities at Oosthaven, which were equipped with a 140-meter long pier, warehouses storage measuring 100x40 meters, as well as sufficient depth to facilitate port activities.



Figure 2: Railway Transportation Archive Documentation

Wouters also stated that Oosthaven was still managed by the local government, although with the increasing volume of goods, there was potential to transform it into a commercial port. The development plan included extending the northern pier and adding perpendicular docking areas, as well as the possibility of expansion on the southern side. However, Oosthaven was not yet considered a suitable residential area due to malaria issues, while Teluk Betung was experiencing rapid growth with an increasing number of businesses developing there. The development of Zuid-Sumatra Staatsspoorwegen (ZSS) played an important role in connecting the inland areas with major ports like Oosthaven. This railway line enabled the more efficient transportation of commodities such as coffee, pepper, rubber, and copra from the interior to the port. This step supported the colonial government's goals of reducing transportation costs and speeding up the shipment of export goods. Additionally, the construction of ZSS also encouraged the growth of cities along the railway line, such as Tanjungkarang and Teluk Betung, which eventually developed into administrative and commercial centers. The colonial government built supporting infrastructure such as housing, schools, and health facilities to accelerate the development of these cities.(Ariwibowo, G. A., Budiman, H. G., & Listiana, 2023).

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Urban Planning of Oosthaven in the Early and Mid-20th Century

Urban planning in the Dutch East Indies colonial territory, including Oosthaven, began in earnest after the implementation of the Decentralization Act (*Desentralisatiewet*) in the early 20th century. This law granted autonomy to cities, allowing them to plan and manage urban development more independently. The formation of urban planning during the colonial period, as seen in Oosthaven, aimed to provide comfortable facilities and meet the administrative and social needs of the colonial population. (Hestiliani, 2019). This development was driven by Dutch policies that prioritized the formation of a city structure focused on political, economic, and social control in the colonial territory. Initially, Oosthaven functioned only as a port city with very basic facilities. The port only served limited maritime transport activities, primarily for the export of key commodities such as pepper and other plantation products to European markets. However, as time went on and the colonial economy developed, Oosthaven began to be equipped with various facilities that supported colonial social and cultural life, including a theater (*Schouwburg*), a meeting hall (*Societeit*), a water tower (*Watertoren*), a cinema (*Bioscoop*), a city square (*Boulevard*), public housing (*Volkhuisvesting*), and places of worship. (Hasan, 2014a). All of these facilities were designed to meet the social and cultural needs of the colonial population, with the aim of strengthening their dominance over the region, while also showcasing the modernity brought by colonialism.



Figure 3: Port and Railway Tracks: Historical Documentation of Land and Sea Transportation

Colonial city designs often mimicked European patterns, but with adjustments to the local conditions. The development of these facilities shows that Oosthaven was not only a place for economic activities but also became a symbol of colonial power that separated areas based on social class and ethnicity. This spatial division can be seen in the urban planning patterns that separated the colonial elite areas from those inhabited by local workers or indigenous people, who were often placed on the outskirts of the (Sutomo, 2002). This demonstrates the presence of a deeply ingrained social stratification system in the urban design of this port city. During the Japanese occupation (1942-1945), significant changes occurred in the administrative and political structure of the Tanjungkarang-Telukbetung city, which is now part of the Bandar Lampung region. During this period, the city was made a *shi* (city) led by a *shichō* (Japanese mayor) assisted by a *fukushichō*

(assistant from the indigenous Indonesian population). Although the city's administration changed, some changes in urban planning continued, though not as significant as those in the political and economic sectors. (Hermawan, 2017). The Japanese occupation had an impact on changes in the political structure, but it did not alter the primary function of the port as a center for trade and goods distribution. As noted by (Prasetyo, 2009), the port's role in supporting the colonial economy remained a top priority, even during the Japanese occupation.

The urban planning of Oosthaven during the colonial era, both in the early and mid-20th century, reflected a systematic and structured planning pattern. The division of areas within the city was based on ethnicity and very strict socio-political functions. The areas inhabited by Europeans typically had better facilities and easier access to the port, while areas inhabited by indigenous people or workers tended to be located further from the city center and the port, with simpler facilities. (Wicaksono, 2010). The presence of these more modern facilities also marked the Dutch efforts to shape the face of the port city to be more "organized" and oriented toward colonial needs. Port cities like Oosthaven became models for other colonial cities in the Dutch East Indies, demonstrating how urbanization and city planning were influenced by colonial economic interests. The development of facilities aimed at supporting the colonial lifestyle, on one hand, showed the city's progress in physical and social terms, but on the other hand, also highlighted the inequality and strong class segregation in the urban structure. (Ricklefs, 2008).

Analysis of the Benefits of Transportation Integration for the Local Community

The synergistic integration of land and sea transportation at Oosthaven had a significant impact on the socio-economic development of Lampung, both during the colonial and post-colonial periods. During the colonial era, the development of the port and railway transportation routes brought substantial changes to the local economic structure. The integration of these transportation systems not only supported trade and the export of commodities such as pepper, coffee, and rubber, but also accelerated the flow of goods and expanded international markets for local products. A direct benefit of this integration is the increased accessibility to broader markets, providing new economic opportunities for the local community. Communities that previously relied on slow and limited distribution systems were able to enjoy increased efficiency in the distribution of goods. This also contributed to urbanization, with the growth of new cities around the railway lines and port, creating new job opportunities in sectors such as trade, construction, and services. However, despite the tangible economic benefits, the social impact of this integration is more complex. Social inequality and ethnic segregation became more evident in the development of infrastructure, where colonial elite areas and local populations were separated based on social class and ethnicity. Local communities were often marginalized in this social structure, with limited access to modern facilities and a better urban lifestyle. Therefore, while transportation integration brought economic advantages for certain groups, the uneven social impact highlights that these benefits were not always equitably experienced by all segments of society. Overall, while there were benefits in terms of economic growth and urbanization, this transportation integration also underscores the structural inequalities in the colonial society, which were carried over into the post-independence era.

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Analytical Discussion on How Colonial Power Relations Operated through Infrastructure

The development of infrastructure during the colonial era played a crucial role in strengthening the colonial power structure by controlling the social, economic, and political dynamics in the colonies. In regions such as Lampung, where Oosthaven Port was developed, colonial powers used infrastructure as a means to facilitate economic exploitation while maintaining control over the local population. Infrastructure such as ports, railways, and other facilities not only supported trade but also acted as tools for dominating and controlling colonial territories across various aspects.

a. Economic Control through Infrastructure

One of the primary ways colonial powers operated through infrastructure was by controlling trade routes. Ports and railway infrastructure were built to streamline the flow of valuable commodities like pepper, coffee, and rubber, which were produced by the local population but exploited by colonial powers for European economic interests. Oosthaven Port, for instance, was developed to efficiently facilitate the export of commodities from Lampung to European markets, ensuring quick and organized transportation of goods. This infrastructure allowed local products to be easily moved and exported, but it also reinforced the colony's economic dependence on the colonial powers, who controlled markets and the distribution of goods. By using efficient transportation systems, such as the railway linking inland areas to the port, colonialism reduced transportation costs and expedited distribution processes, allowing for an increase in the export of commodities that benefited the colonizers. Therefore, while there were economic benefits for certain segments of the local population, the majority of these benefits ultimately flowed to the colonial government and European companies.

b. Social Stratification and Class Segregation through Infrastructure

Infrastructure was also used to reinforce a segregated social structure, maintaining class and ethnic divisions in the colonies. The development of towns around ports and railway lines was designed to separate areas inhabited by colonial elites from local communities. Elite areas were often developed with better facilities, direct access to ports, and superior infrastructure, while local populations were relegated to more remote areas with simpler, less developed amenities. The construction of railways connecting the interior to the port not only served to transport goods but also to strengthen colonial control over the movement of people. By separating access to resources and economic opportunities between the elite and the indigenous population, colonialism used infrastructure as a means of social control, dictating who had access to resources and opportunities. This separation was also reflected in urban planning, where colonial cities were often designed with clear ethnic divisions between European residents and indigenous people.

c. Political Empowerment through Infrastructure

Infrastructure played a critical role in strengthening political control over the colonies. Efficient transportation systems, including ports and railways, facilitated the

movement of colonial troops to maintain order and monitor the activities of local populations that might oppose colonial rule. These transport routes allowed the colonial authorities to respond quickly to potential resistance and control the flow of information and administration, which was essential in maintaining colonial hegemony. Moreover, infrastructure such as ports also became strategic points for controlling local economies and politics by facilitating the smooth movement of goods and people from colonial centers of power in Europe to the colonies. This reinforced colonial control over local economies while also enabling tighter surveillance of indigenous populations, who often had unequal access to these facilities.

d. Infrastructure as a Symbol of Power and Modernity

The development of infrastructure in the colonies also served as a symbol of colonial power. By building advanced ports, railways, and other facilities, colonial powers sought to project the image that they were bringing progress and modernity to the colonies. While these infrastructures were designed to support colonial economic activities, they were also used to craft the narrative that colonialism was a civilizing force, despite the fact that these infrastructures primarily benefited the colonial system and exacerbated social inequalities. This symbolism was not only reflected in the physical infrastructure itself but also in how indigenous populations were expected to accept the modernity that came with colonization. Thus, this infrastructure functioned not just to improve economic efficiency but also to assert colonial dominance and political control over the local population.

e. Increase in Social Inequality

While colonial infrastructure brought some economic benefits to the colonies, these came at a high cost to the local population. The development of infrastructure often worsened social inequality, as the majority of the benefits from this transport system were enjoyed by the colonial elite and a small group of indigenous collaborators. The marginalized local communities reaped little benefit from these developments and were often forced to live in much worse conditions compared to the colonial elites, who had access to better facilities. This inequality was not just visible in economic disparities but also in access to social services such as education, healthcare, and housing. The infrastructure built to benefit colonialism further emphasized the class and ethnic divisions within the colonial society, which in turn diminished the ability of local communities to develop socially and economically.

CONCLUSION

This study explores the important role of Oosthaven Port (now known as Panjang Port) in the context of Dutch East Indies colonialism, particularly in the Lampung region. Starting as a simple port in the early 20th century, Oosthaven evolved into one of the vital points in the colonial transportation and trade system, linking Sumatra with international markets. The development of this port was influenced by Dutch colonial policies that prioritized the control of trade in key commodities such as pepper, coffee, and rubber, which were exported to Europe. In addition to the economic aspect, the development of the Oosthaven port city also reflected the colonial strategy of socio-political control. The urban planning established during this time was not only aimed at meeting administrative needs

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but also reflected social stratification that separated colonial elite areas from indigenous areas. Facilities built to meet the needs of the colonial population, such as theaters, cinemas, and elite housing, reinforced colonial dominance through organized infrastructure development focused on the interests of colonial economics. As an economic and trade center, Oosthaven played a very strategic role in supporting the social and economic development of Lampung, as well as accelerating urbanization in the region. However, despite its positive impact on infrastructure and trade, this port city also illustrated significant social inequalities, with a division between social classes based on ethnicity. The development and growth of Oosthaven reflect the complex dynamics of Dutch colonialism, involving economic, social, and political aspects. Although major changes occurred during the Japanese occupation, the port's role in supporting trade and the distribution of goods remained a top priority, demonstrating the importance of transportation infrastructure in maintaining the continuity of the colonial economy.

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