

Funded by the Multi Donor Fund for Aceh and Nias (MDF), World Food Programme Shipping Service, a module of the WFP Global Logistics organization, established in October 2005, offering the overall total logistics support services to the Humanitarian reconstruction initiatives in Aceh and Nad. Phase two of the operation, the focus is on the Logistics support service (LSU) incorporating cargo handling equipment, Port capacity development and latent cargo forecasting. www.wfplsu.org

Changing face of Malahayati port



The name **Malahayati** originates from **Laksamana Keumala Hayati**, a female Admiral of the fleet in Aceh Darussalam Sultanate from 1589 to 1602. She commanded a large flotilla with 2000 female warriors all said to be widows. Admiral Malahayati defeated the Dutch in a naval encounter in 1599. In 1602 she met and agreed with a special envoy of Queen Elizabeth 1, to allow English vessels to pass unimpeded through the Malacca Straits to Banten Java.

During that period in history, Aceh was well-known as a major producer of peppers.

The Malahayati name was given in recognition of the Admiral's exploits, and the port of Malahayati became the gateway sea port to Nanggroe Aceh Darussalam.

Malahayati was severely damaged by the December 2004 Tsunami.



On the 9th of October 2006, after the devastation caused by the Tsunami, the Minister of Cooperation Affairs from The Netherlands, Mrs Agnes van Ardenne, handed over the refurbished Port of Malahayati to the Government of Indonesia.

The new wharf was extended from 100 meters to 140 meters in length, funded by Euro 8.5 Million, donated by Dutch Government.

BRR erected 800 meters fence and established 4000 m² open storage for stacking cargo.

That day marked the commencement of the new era of Malahayati port to support the reconstruction and rehabilitation of Nanggroe Aceh Darussalam.

Malahayati is one of five international ports in NAD (the other being Sabang, Kuala Langsa, Lhokseumawe, and Meulaboh). There is an immigration office, Custom office, and quarantine facilities.

Malahayati served as a strategic storage area for WFP food aid using the services of WFP Shipping Service (WFPSS) during the post-Tsunami operations. Around 6,500 MTs of food was delivered through Malahayati to affected islands as well as to coastal ports.

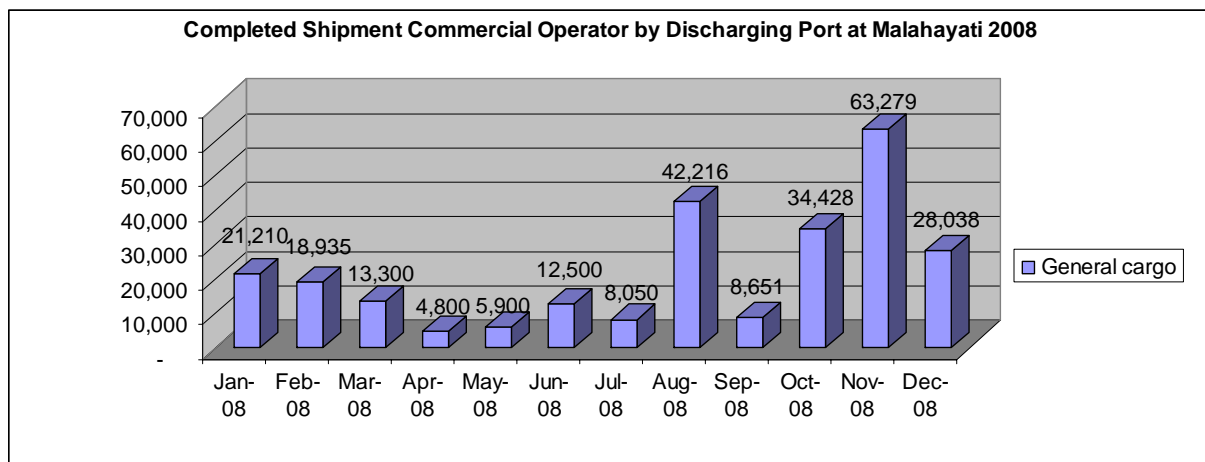
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During the 12 months following the port handover on 9 October 2006, substantial cargo was handled for commercial relief activities, including sugar, rice, cooking oil, biscuits, noodles, tents, and temporary shelters, followed by reconstruction materials for houses, roads, bridges.

Cements, asphalt, iron and aluminum framing were also discharged. Heavy cargoes like iron poles, piling for bridges and wharf reconstruction (predominately Break-bulk cargo), were handled manually with shore labour.

Breakbulk cement in bags was carried on a typical log carrier's vessel below the 10.000 dead weight, discharged by ships gears, stacking temporarily on the wharf onto pallets with forklifts for later transportation by road to the hinterland.

The chart below shows the cargo completed by Commercial Operator by Discharge at Malahayati.



As the gateway for Aceh Besar in Aceh, Malahayati has the highest discharge tonnage by Commercial Operator in NAD. The traffic comprises primarily of cement in bags, cement in Bulk, construction material, sugar, fertilizer and consumables for export (such as Pozolan in Bulk).

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Equipment:

Prior to Tsunami the port was equipped with:

- 1 unit Shore 'Fixed' Crane of 15 tons capacity
- 2 unit Forklifts of 3 tons
- 3 unit Forklifts of 2.5 tons

Currently PELINDO 1, the managers of Malahayati port, has the following equipment available to support the port activities.

- 1 unit Mobile 45 ton crane with Rubber wheel
- 2 unit's 10 wheelers Mercedes truck
- 2 unit's 5 ton forklifts
- 1 unit 3 ton forklift
- 1 unit 5 ton forklift
- 1 unit 3 ton forklift
- 1 unit Manitou forklift (provided by WFP Logistics Support Unit)
- 1 Kalmar Reach Stacker positioned from Malahayati provided by WFP SS
- 2 Cargo Buckets.



Forklift 5 ton capacity



Forklift 3 ton capacity



Open side truck



Manitou
Forklift 6.5

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Current Projects:

Currently, PT Semen Padang, the cement industry located in Padang, West Sumatra has been completed construction of a 6,000 MT capacity Silo in Malahayati port for storing their cement in bulk and to do the bagging on shore in coordination with PT Semen Andalas Indonesia, cement factory in Lhok Nga, Aceh.

The cement in bulk is shipped from Padang, discharging through a Pneumatic conveying system, usually used for low density materials such as grit or volatile substances (cement).

The material in the hold is sucked through a device into a collector and stored in a tank connected to a vacuum unit posting through a filtering system. The material collected in the tank is then conveyed to its destination (Silo) using a pneumatic pressure handling system. Finally the bulk cement will be bagged in the bagging plant before further distribution via land transport to locations in NAD.

There are plans by PT Aspal Bangun Sarana and PT Jaya Trade to build a Liquid Asphalt shore tanks with a 2,000 MT capacity on 5,000 m² of land leased for 10 years in Malahayati port. The Liquid Asphalt is transported via barge and directly loaded onto trucks for further distribution inland.

This development requires leads towards a different configuration of vessels calling and the type of shore side handling equipment requirements, off take and distribution from the port, which in turn must have an impact on the capacity development of the hinterland.

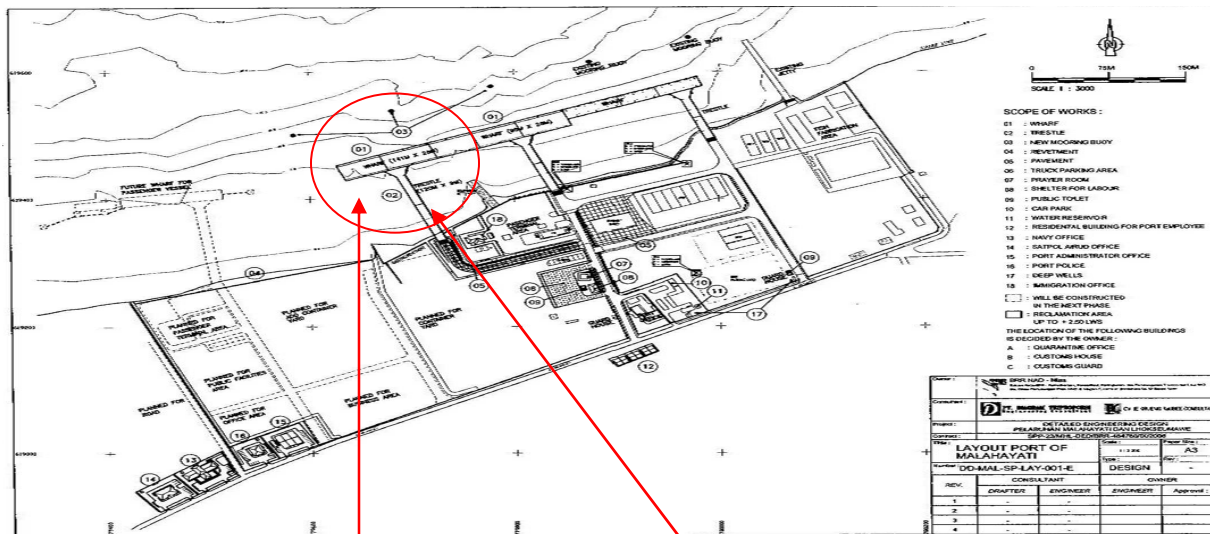
In addition, BRR NAD – Nias, with funds provided by the Government of Indonesia (GOI/APBN) and Multi Donor Fund (MDF) will construct and extend the current wharf linking to the other port facilities this will be done by local contactor ADHI-SACNA Joint Operation. This project commenced in end-December 2009, with the completion date scheduled for October 2010.

Other developments:

- The port of Malahayati port is in a position to receive live cargo (cattle import), as a quarantine will be established at the Indra Puri area at a livestock storage space.
- In 2007, WFP LSU released two Manitou forklift units to the port of Malahayati. One Kalmar Reachstacker also transferred from WFP LSU has been positioned at the port. In 2008 two Manitou cargo buckets were transferred to the port.

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- Discussions are ongoing on possible container service between Jakarta and Banda Aceh. There has been no confirmation on scheduling or rates.
- Eight Rubbhall previously owned by WFP were transferred to Pelindo in 2008. They are currently being used for palm oil storage .
- World Food Programme Logistics Support Unit has launched the Port Capacity Development Training with funding from MDF. The training commenced on 15 December 2008 with participants from 18 main port of NAD-Nias. STET Maritime Singapore has been awarded the tender, the training is conducted at the University of Syiah Kuala's training center . The goal of the training is the significant improvement of ports management performance. The Rector of Syiah Kuala University, Banda Aceh stated that the Port Management Training has the potential to improve the port environment and boost the economy of NAD – Nias. 30 port staff from Malahayati will participate in the various training modules throughout 2009.



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Following are details of the “Expansion of Malahayati Port” project:

1. Construct and extend the current wharf by a further 140 meters length and 26 meters width, with trestle 120 x 9.6 meters
2. Addition of one Mooring buoy unit with a capacity of 10,000 DWT.
3. Dredging for 10,910 M3
4. Reclamation of 56,091 M3 (covering area 72,981 m²) and retaining wall
5. Construction of access road (Asphalt pavement) 2,757 m²
6. Improved drainage
7. Installation of a power supply system (Genset 60 KVA, 3 phase 380 V/220 V)
8. Installation of electrical panel and cables
9. Installation of outdoor lighting system
10. Landscaping
11. Installation of a water supply system
12. Construction of a fence (611 m) and gate

Port of Malahayati may have been a model for the history of Aceh and the new Period of Relief, Reconstruction and Rehabilitation of Nanggroe Aceh Darussalam after the devastating Indian Ocean tsunami, and now a major gateway for NAD.

Port Data:

Distance from	Banda Aceh 38 km.
Geographical position	05 ⁰ 35' 50" N and 095 ⁰ 30' 35 E.
Draft alongside wharf	7.4 meters.
Navigational aids, two mooring buoys.	
Tides: ranges from	0.5 to 1.5 meters.

Approach:

No difficulties during non monsoon season (December to April)

During monsoon season (May to November), heavy swells are prevalent.

At entrance, swell inside harbour and sudden weather changes to be expected.