

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](http://www.wfplsu.org)

## “Changing Face of Ulee Lheue Port”

**U**lee Lheue is a coastal port town near Banda Aceh, North Sumatra Indonesia. The name was made of two words. **U**lèë means "head" and **l**heuë means "little peninsula". Ulee Lheue is a coastal town on the tip of Sumatra Island. Geographical position is 05° 33' 55 North – 95° 17' 41 East. This town (now ex town) is located about 7 km west of Banda Aceh (Kuta Radja).

In March 26 1873 The Netherlands issued formal declaration of war and invaded Aceh. Ulee Lheue port was developed by Dutch Government (Pemerintah Hindia Belanda) during this occupational era in 1874. It was initially intended as a troop and military equipment landing place, as well as a military logistic channel. A wharf was constructed and later on a railway was constructed to make use of the train as land transportation, serving as a war instrument for the Dutch Government by transporting military equipment from Ulee Lheue to Kuta Raja (Banda Aceh).

The Aceh war lasted from 1873 until 1942, and was followed by the Japanese occupation, from 1942 to 1945.



Ulee Lheue Ancient Port

As time passed, the Port of Ulee Lheue increased her economic role; in 1881 the Dutch population in Ulee Lheue was estimated at around 6,000 people, and 700 Chinese merchants were also based there. During this period agricultural-based activities and related business were introduced, and rubber trees planted in large scale. Copra, ginger and Coffee Robusta was produced and exported.

### Timeline:

1. **1960** wharf and break water renovation / construction.

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2. **1960** vessels called included 250 large vessels up to 500 MTs for export of agriculture commodities, 182 vessels under 500 Metric Tons transporting daily necessities, 258 sailing boats up to 100 Metric Tons.

3. In **1963**, Sabang was officially declared a “**Free Port**”. The Port of Ulee Lheue became the gateway to Banda Aceh for all import cargo transiting over Sabang Free Port.



Before Tsunami

4. **1965** The export cargo from Sabang to Ulee Lheue represented 50% of all traffic, amounting to 13, 488 MTs of cargo at a value of US\$ 70, 060, 95.

5. Between **1970 – 1980** smuggling activities in shipping cargo from Sabang Free Port to Banda Aceh was reported, resulting in

the closure of Ulee Lheue with traffic routed and shipped over Malahayati.

## Post Tsunami

Prior to December 26th 2004, Ulee Lheue was the prime ferry port for Banda Aceh, carrying passengers to Pulo Weh. The Port was a major transport hub, providing passenger ferry services for up to 600 passengers per day, including small traders and families. It ferried 15 tonnes of goods daily and provided a conventional cargo ferry service (500 MT)



After Tsunami



Floating power Station

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The Ulee Lheue Port was completely destroyed during the Tsunami of 26 December 2004. The Tsunami destroyed all of the buildings in close proximity to Ulee Lheue (except for the mosque) and turned the harbour and its immediate surroundings into an island. The port authority building was destroyed, but the main wharf and the terminal, where a floating power station had been moored, (which was lifted by the force of the sea and deposited a few kilometres in land), remained in tact.

As part of the **World Food Programme Shipping Service (WFPSS)** activities (20 Dec 05 – 19 Feb 07), 161 voyages were conducted out of Ulee Lheue with total cargo shipped of 40,360 MTs and 70,853m<sup>3</sup>, consisting of construction materials, bulk sand, timber, food items and vehicles. Most of the cargo was handled in Ulee Lheue at temporary wharf built by WFPSS with the assistance of Users of the service.

WFPSS used an area in Ulee Lheue as a warehouse storage space from September 2006 until October 2008. The warehouse has now moved to another location outside of Ulee Lheue.

### Ulee Lheue Port Reconstruction

Reconstruction of the permanent ferry terminal commenced in early 2007 through AusAid and UNDP. Port access for reconstruction materials for the NAD – Nias initiatives was a critical issue, particularly with the increased deterioration of the main roads. In June 2005, responding to urgent request for assistance to port rehabilitation, AusAID donated A\$2.6 million to UNDP to undertake Stage 1 of the port reconstruction. Stage 1 saw the port re-opened, although much work remained. AusAID provided a further A\$8 million required to fund Stage 2 of the port reconstruction. Following is information from the UNDP ports dept in Banda Aceh:



1. Reclamation of port land to reinstate Tsunami damage- 9000sq.m. Quantity of soil used 40,000 cbm. - This had to be transported in from adjacent quarries.
2. Reclamation of land adjacent to Lee Breakwater in the construction of a dedicated channel for fishermen- approx 3000 sqm. Quantity 10,000 cubic metres - soil and rock
3. Breakwaters – Main Breakwater, Lee Breakwater and harbor revetments- 1400 m Depth of water varies from 4 to 6.5 meters- Rock used varied



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from 200kg to 5 Ton armor rock- Breakwaters designed to take 5 meters waves- Work executed- closure of all breaches of breakwaters - 600 meters, building of new breakwaters to replace that which was washed off and refurbishing damaged breakwater sections, as well as strengthening some breakwater sections

4. Revetments for fishermen's channels – water depth 2.5 meters – 1,000 meters long with 200kg to 1,000kg, using rock for slope protection
5. Refurbished the Roll On – Roll Off (RoRo) ramp for Sabang Vehicular Ferry - Installed new lifting gear, repaired the ramp, and berthing dolphins, gangways to dolphins, and minor lighting and fences.
6. A 75 meters long heavy duty, multi-level concrete wharf constructed for berthing of two fast ferries to Sabang and any other ferries calling at Ulee Lheue - this is also equipped with Bridgestone arch fenders and bollards.
7. Under emergency phase 2005 – 2006, a temporary road was built and the harbor was cleared of debris. The harbor entrance dredged deepened to 6 meters from 4.5 meters.
8. Cost of works undertaken by UNDP totaled A\$ 6.9 million.



*Ulee Lheue port information: Channel width 80 meters, harbor pond 375 meters x 150 meters, Depth 5 – 6 meters, draft along wharf 3 – 4 meters.*

As per January 2009



Fishing wharf: Islamic Relief (NGO) constructed a 100m length wharf for fish landing operations, located at the river mouth, adjacent to the bridge on the road approaching the Ulee Lheue port.

Following major improvements to the 1.4 km breakwater and the construction of a new jetty and temporary ferry terminal, the port now manages 920 people a day transiting the terminal, which equates to a daily traffic increase by over 50 percent

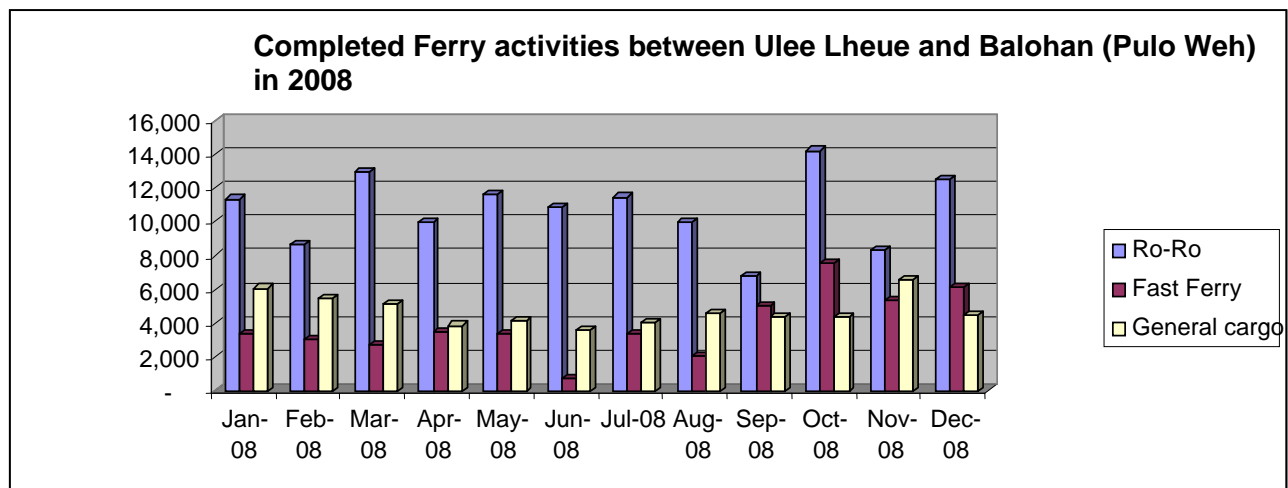


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since 2005. Vital restoration and construction materials are now more easily routed in and out of Banda Aceh, thanks to the reopening of the cargo port and Ulee Lheue.

Currently there are two conventional RORO ferries, MV. Tanjung Burang / MV. Kuala Batee II and two Passenger fast ferries, KMP. Pulo Rondo and KMP. Express Bahari (Balohan). They offer regular daily schedules between Ulee Lheue and Balohan Sabang.

One conventional RORO ferry, MV. Simeulue, offer a twice-weekly schedule between Ulee Lheue – Lamteng /Pulo Aceh, commenced end week of November 2008.



### Ferry Specifications:

#### KMP. Pulo Rondo

(Aluminium hull)

GT: 188, LOA: 31m, W: 6m, Engine: 3 x 1500 hp (MTU),

Speed: 30 knt, Built: 2000 Batam.

Paxs Cap: 236

**Crew: 11**



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### **KMP. Express Bahari 3C**

(Aluminium hull)

GT: 163, LOA: 33m, W: 5.5m, Engine: 2 x 1450 hp (MTU),

Speed: 30 knt, Built: 2008 Palembang .

Paxs Cap: 241 Crew : 11



### **KMP. Kuala Batee II**

GT: 464, LOA: 45m, W: 11m, Max Draft: 1.9m

Engine: 2 x 650 (Niigata Japan),

Speed: 8.5 knt, Built: 1991 Cirebon.

Paxs Cap: 264 paxs, Mix Vehicle: 20 units.

Crew: 19

### **KMP. Tanjung Burang**

GT: 540, LOA: 39.25m, W: 12m, Max Draft: 2 m  
Engine: 2 x 650 (Niigata Japan),

Speed: 8.5 knt, Built: 1991 Surabaya.

Paxs Cap: 385 paxs, Mix Vehicle: 22 units.

Crew: 18



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## Services Between Ulee Lheue – Lamteng / Pulo Aceh

### KMP. Simeulue

GT: 370, LOA: 40 m, W: 10.50 m, Max Draft: 2.8m Engine: 2 x 540 (Niigata Japan),

Speed: 8.5 knt, Built: 2002 Jakarta.

Paxs Cap: 300 paxs, Mix Vehicle: 16 units.

Crew: 16



### KMP. BRR

GT: 1,207, LOA: 61.30 m, W: 13.20 m,

Speed: 13 knt, Built: 2008 Palembang

Paxs Cap: 375 paxs, Mix Vehicle: 24 units.

BRR plan to schedule the new ferry to service the Ulee Lheue – Balohan route. They are currently awaiting the handover process to the NAD local government.



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### Rates/Tariffs:

#### Slow Ferry

##### Vehicles

<b>CLASS I</b>	<b>Bicycle</b>	<b>Rp</b>	<b>8,500.00</b>
<b>CLASS II</b>	<b>Motorbike</b>	<b>Rp</b>	<b>21,000.00</b>
<b>CLASS III</b>	<b>Pedicab Motobike</b>	<b>Rp</b>	<b>73,000.00</b>
<b>CLASS IV</b>	<b>Car</b>	<b>Rp</b>	<b>155,000.00</b>
<b>CLASS V</b>	<b>Colt Diesel</b>	<b>Rp</b>	<b>220,000.00</b>
<b>CLASS VI</b>	<b>Fuso / Engkel</b>	<b>Rp</b>	<b>270,000.00</b>
<b>CLASS VII</b>	<b>Tronton</b>	<b>Rp</b>	<b>410,000.00</b>
<b>CLASS VIII</b>	<b>Heavy Equipment</b>	<b>Rp</b>	<b>500,000.00</b>

#### Passenger Tariff (Fare and Insurance)

<b>Executive Class</b>	<b>Adult</b>	<b>Rp</b>	<b>35,000.00</b>
	<b>Child</b>	<b>Rp</b>	<b>25,000.00</b>
<b>Business Class</b>	<b>Adult</b>	<b>Rp</b>	<b>26,000.00</b>
	<b>Child</b>	<b>Rp</b>	<b>19,000.00</b>
<b>Economy Class</b>	<b>Adult</b>	<b>Rp</b>	<b>17,000.00</b>
	<b>Child</b>	<b>Rp</b>	<b>10,075.00</b>
<b>Cargo</b>		<b>Rp</b>	<b>10,000.00</b>

#### Fast Ferry

#### Passenger Tariff (Fare and Insurance)

<b>VIP</b>	<b>Rp</b>	<b>85,000.00</b>
<b>Executive Class</b>	<b>Rp</b>	<b>65,000.00</b>
<b>Economy Class</b>	<b>Rp</b>	<b>55,000.00</b>

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## Port Management Training

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 participant from 18 main port of NAD-Nias. STET Maritime Singapore has been awarded the tender.

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. The Port Authority of Ulee Lheue port and operator of passenger ferry (ASDP) is one of the bodies **participating in the training.**

