

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 Ulee Lheue Port”

Ulee Lheue was a coastal port town near Banda Aceh, North Sumatra Indonesia. The name was made of two words. **Ulëë** means "*head*" and **lheuë** means "*little peninsula*". Ulee Lheue is a coastal town on the tip of Sumatra Island. Geographical position is 05⁰ 33' 55 North – 95⁰ 17' 41 East. This town (now ex town) is located about 7 km west of Banda Aceh (Kuta Radja).

In March 26 1873 Netherland 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. Initially it was intended for Troops and Military equipment landing place and military logistic channel. A Wharf was constructed and later on the railway was also built to make use of the Train as land transportation, serving as a war instrument for Dutch Government, transporting military equipment from Ulee Lheue to Kuta Raja (Banda Aceh) Aceh war lasted from 1873 until 1942, and followed by Japanese occupation, from 1942 to 1945.



Ulee Lheue Ancient Port

As time passed, Port of Ulee Lheue increased her economic role; in 1881 the Dutch population in Ulee Lheue was about 6000 people, and 700 Chinese merchants. Agricultural based activities and related business was introduced, Rubber trees planted in large scale. Copra, Ginger and Coffee Robusta, was produced and exported.

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

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

3. **1965** The export cargo from Sabang to Ulee Lheue equated to 50% of all traffic, amounting US\$70, 060, 95, equated to 13, 488 metric tons of cargo.

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In 1963, Sabang was officially declared a “Free Port”. Port Lee Lheue became the gateway to



Before Tsunami

Banda Aceh for all import cargo transiting over Sabang Free Port.

1970 – 1980 significant perceived smuggling activities in shipping cargo from Sabang Free Port to Banda Aceh, resulted in the closure of Ulee lhee and traffic routed and shipped over Malahayati.

Post Tsunami

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



After Tsunami

Ulee Lheue Port was completely destroyed by the tsunami of 26 December 2004. The tsunami destroyed all of the buildings in close proximity to Ulee Lheue, except for the mosque and



Floating power Station

turned the harbor and its immediate surroundings into an island. The port authority building was destroyed, but surprisingly 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 some kilometres in land), remained in tact.

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During , **World Food Programme Shipping Service** activities (20 Dec 05 – 19 Feb 07) 161 voyages were made out of Ulee Lheue with total cargo shipped of 40,360mts and 70,853m³, consisting of construction materials, bulk sand , timber, food items and vehicles. Most of the cargo was handled in Ulee Lheue at temporary wharf built WFP SS with the assistance of users of the service.

Ulee Lheue Port Reconstruction

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, however, much work remained. AusAID provided a further an A\$8 million required to fund Stage 2 of the port reconstruction. Following is information from UNDP ports dept. Banda Aceh:



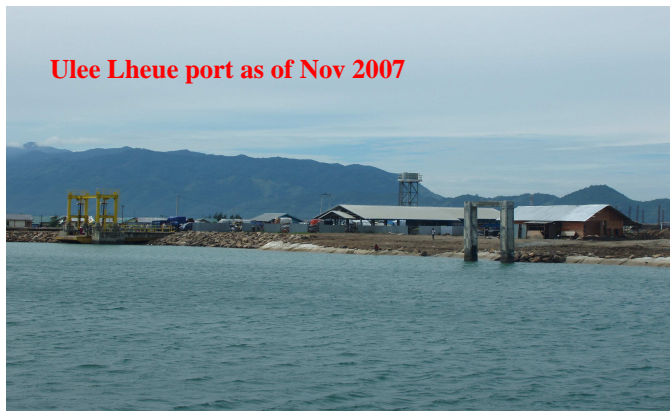
1. Reclamation of port land to reinstate tsunami damage- 9000sq.m. Quantity of soil used 40,000 cbm. - This had to be transported in, from adjacent quarries.
2. Reclamation of land adjacent to Lee Breakwater in the construction of a dedicated channel for fishermen- approx 3000 square metres. Quantity 10,000 cubic metres - soil and rock
3. Breakwaters – Main Breakwater, Lee Breakwater and harbour revetments- 1400 m Depth of water varies from 4 to 6.5 meters- Rock used varied from 200kg to 5 Ton armour 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 washed off and refurbishing damaged breakwater sections, and strengthening some breakwater sections
4. Revetments for fishermen’s channels – water depth 2.5 meters – 1000 meters long with 200kg to 1000kg, used rock for slope protection
5. Refurbished the 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 is being 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 harbour was cleared of debris, the harbour entrance dredged deepened to 6 meters from 4.5 meters.
8. Cost of works undertaken by UNDP totaled Australian Dollars 6.9 million.

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

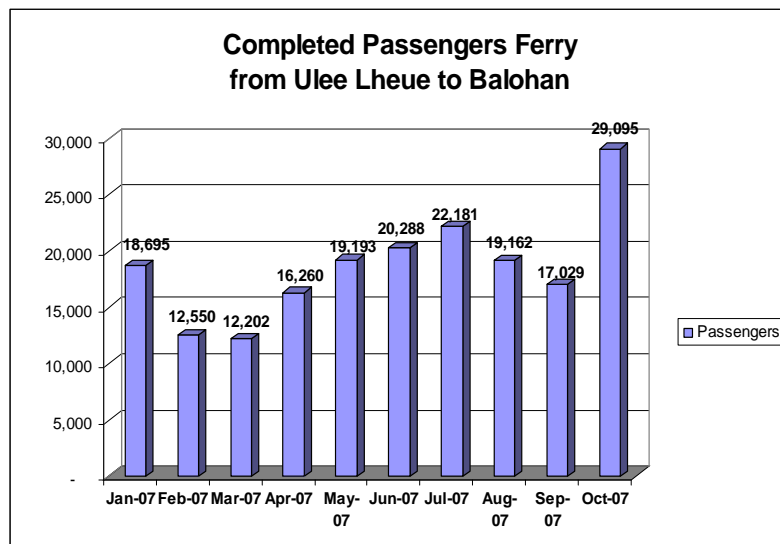
Fishing wharf: Islamic Relief (NGO) built 100m length wharf for fish landing operations, located at the river mouth, adjacent to the bridge on the road, approaching to Ulee Lheue port.

Following major improvements to the 1.4 km breakwater and the construction of a new jetty and temporary ferry terminal, the port now manages over 900 people a day transiting the terminal, equates to a daily traffic increase by over 50 percent 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. Reconstruction of the permanent ferry terminal commenced in early 2007.

Ulee Lheue activities resumed in 2005, since its closures in 1981. Currently one conventional RORO ferry MV. Kuala Batee II and 2 Passenger fast ferry namely KMP. Pulo Rondo and KMP. Baruna Duta (Balohan) offer regular daily schedules between Ulee Lheue and Balohan Sabang.



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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

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



WFP Compound in Ulee Lheue

Since on 3rd July 2006, WFP have an open storage compound, (34 meters x 35 meters) on land belonging to TNI, where Manitou's, Duramats, and cargo handling equipment is stored.

