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Objective: To assess logistics activities and infrastructure within Calang and to establish the limits of land access along the coast.

This report should be read in conjunction with that prepared by OCHA on its assessment mission to Calang between 23 – 24 January 05.

1. Calang Town

1.1 Infrastructure
Almost 100% of the buildings in Calang have been destroyed.¹ On the headland only one building remains standing and is currently utilised as a storeroom by TNI. Therefore, all accommodation/office space/storage facilities would need to be imported. Currently all NGOs/TNI/local Govt live and operate out of tents.

WFP have installed a Rubb Hall storage tent on the northern shore of the headland (completed 23 Jan).² Set up was carried out by the US Marines.

It was reported by TNI that United Construction Company (an Indonesian company) will build 2,000 semi-permanent houses in Calang, while the Eastern Java Local Government will construct a further 1,000 houses.³ These should be completed within three months.

1.2 Co-ordination
TNI chair a daily 20.00 hours co-ordination meeting in the TNI Posko at which all NGOs and UN Agencies attend.

The local government was badly affected by the Tsunami and now has extremely limited capacity. The local government are now located in one tent without even the most basic support (stationary/comms/etc). The current structure is as follows:

¹ See Photo ‘Calang 1’
² See Photo ‘Calang 2’
³ See Photo ‘Calang 3’
The TNI command post in Calang is overseen by Brigadier Junaidi Jahri (Marines) who reports to TNI Banda Aceh. Key TNI personnel in Calang include Lt Col Joko (Operations - Marines), and Lt Col Tugas (C.O. 521 Infantry Battalion – Army). Major Sandy (Marines) acts as primary liaison with the humanitarian community and speaks fluent English. Major Supriabi is the Air Liaison Officer.

TNI have posts in Krueng Sabe and Panga which report to the command post in Calang. Krueng Sabe post is commanded by Captain Hidayat, Panga by 1st Lieutenant Muchsin. Both posts are staffed by Marines rather than Army.

1.3 Sea Access
The northern shore of the headland in Calang is reported to provide deep anchorage. Soundings have not yet been laid post Tsunami although TNI report that their frogmen have begun to explore the seabed for wreckage. A feasibility study for the construction of a port/pier on the northern shore was carried out prior to the Tsunami, however no copy of the report survives and no one asked could remember the findings of the study.

The shore is suitable for landing craft and two Indonesian Navy LSTs were present at time of writing. These have been bringing shipments of food/water/clothing.

A WFP landing craft arrived at the northern shore on 23 Jan carrying 378MT of rice. This is currently being offloaded into the WFP Rubb Hall.

4 See Photo ‘Calang 4’
Labour for offload is unpaid and the TNI are emphatic that this should remain the case. The rationale for this is that if UN/NGO craft used paid labour, it would be difficult for the TNI to ensure unpaid labour to unload their LSTs, funds for paying labourers not being available. The TNI can also provide amphibious craft to assist with offload (details and numbers below). Sand mats would greatly assist this process – the TNI is looking for donors.

The southern shore of the headland is reportedly unsuitable for landing craft. Pilings remain from a former pier (condition unknown). Currently the shore is utilised only by US Navy hovercraft delivering aid.5

1.4 Air

No landing strip exists for fixed wing aircraft. A number of cleared roads in Calang could potentially be upgraded to act as a landing strip for short landing/take off aircraft. No action on this is currently underway/planned.

There are two landing pads for rotary aircraft; one on the northern shore of the headland (Lat N4,37,55.12 Lon E95,34,26.94)6, and one on the southern shore (Lat N4,37,45.81 Lon E95,34,44.30)7. TNI have no prior information on incoming flights and appear not to task helicopters either through direct lines of communication to foreign militaries or via their command in Banda Aceh. During the assessment mission assets from the US, France, and the UN were seen to land at Calang. A small TNI helicopter is parked on the helipad by the northern shore.

1.5 Transportation/Construction Assets

There are minimal civilian transport assets in Calang, the main operators are TNI and IOF (the Indonesian off-road federation). TNI report the following assets:
- 19 x 4x4 trucks based in Calang (of which two are non-operational)
- 7 x amphibious vehicles (4 x K61 and 1 x BTR50 in Calang, plus 1 x BTR50 and 1 x K61 based in Krueng Sabe)8

The four amphibious vehicles in Calang are available for offload of LSTs. The trucking fleet is divided between rubble removal, offload of LSTs, and the execution of two daily shuttles south along the coastal road to Panga.

TNI also report the following construction equipment:
- 5 x wheel loader
- 2 x backhoe loader
- 1 x front loader
- 4 x excavator
- 1 x grader
- 2 x dozer
- 2 x forklift
- 9 x dump truck

IOF deployed from Jakarta shortly after the Tsunami with 20 4x4 vehicles. They operate a daily shuttle service from Calang to Krueng Sabe, and from Krueng Sabe to Panga thereby constituting the main transport capability along this stretch of the coast. IOF received private funding but are now set to close operations and return to Jakarta (ETD 26 Jan), however they would like to remain operating in the area if they could find an alternate

5 See Photo ‘Calang 5’
6 See Photo ‘Calang 4’
7 See Photo ‘Calang 5’
8 See Photo ‘Calang 6’
source of funding. Focal point is Ivan (cell 08158778110, sat 086811760067, email ivan_edsel@yahoo.com)

2. Coastal Access from Calang

2.1 TNI Concept of Ops
TNI in Calang has responsibility for Aceh Jaya District and therefore is responsible for the reopening of the coastal road from Calang south to Teunom, and north to Lamno. Priority has been given to opening the road south to Teunom thereby linking up with TNI efforts heading northwards from Meulaboh. Once access to Teunom is secured, efforts will begin on opening the road northwards from Calang to Lamno.

2.2 Access North
All parties interviewed stated that there is currently no vehicular access northwards from Calang. Rigah, the next settlement north of Calang, is serviced by small fishing boat from Calang.

Reports on the road northwards to Lamno suggest that not only bridges are destroyed but that whole stretches of road have been either destroyed or reclaimed by the sea. Re-opening of this route will therefore require not only bridging interventions but also the construction of a new route.

2.3 Access South
As of 23 Jan, the road southwards from Calang to Panga was open to limited traffic.

The road from Calang runs southwards along the coast to a broken bridge at location Lat N4,37,15.30 Lon E95,36,36.60. This road, while rough, has been repaired to take 4x2 trucks. At the broken bridge a vehicles can either detour through the loose sand along the beach, or drive through the river on submerged wooden planks – both methods regularly result in vehicles (even 4x4) getting stuck.9 Work is ongoing at the site by TNI to construct a dirt causeway across the river – this is around half complete.

From the broken bridge the road continues along the coast to Krueng Sabe. The road appears to be passable by 4x2. Just before the town is another river with a broken bridge (Lat N4,36,21.74 Lon E95,38,35.25).10 Vehicles cannot cross and two TNI amphibious vehicles are based at the river's edge in order to shuttle cars/trucks across. Krueng Sabe town on the far bank of the river is completely destroyed with an improvised helipad on the road. A consortium of two Indonesian companies is in the process of building a causeway across the river upstream from the broken bridge and the current amphibious vehicle operations. TNI report that the consortium is currently trying to source a Bailey bridge in Medan to provide a more permanent solution.

From Krueng Sabe the old coastal road is severely damaged and a detour has been built on the inland side.11 This detour includes three small log bridges that have been built by TNI and IOF. To date this part of the route has not been tested by a 4x2 vehicle. At location Lat N4,35,09.02 Lon E95,39,47.21 (approximately half way from Krueng Sabe to Panga) the detour connects again with the old coastal road. From this point the route is a clear tarmac road direct to Panga.12

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9 See Photo ‘Calang 7’
10 See Photo ‘Calang 8’
11 See Photo ‘Calang 9’
12 See Photo ‘Calang 10’
Just before Panga is a river with a broken bridge (Lat N4.32.33.66 Lon E95.43.00.74) preventing any further travel. A raft for passengers operates across the river to Panga town (completely destroyed). A site slightly upriver has been identified by the TNI for the construction of an earth causeway and work on this has recently begun.

A TNI Unimog 4x4 truck was parked at the river having recently made the journey from Calang. Panga town has a grass helipad.

TNI Panga reported that there are three destroyed bridges between Panga and Teunom of comparable size to that at Panga. No details were forthcoming about the condition of the road itself.

The TNI insist on an armed escort for vehicles travelling the road between Calang and Panga (at least for IOF vehicles – no UN vehicles operating on the road). Contact between 521 Army Battalion TNI and GAM was reported on 23 Jan at Krueng Sabe with two GAM killed.

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13 See Photo ‘Calang 11’
14 See Photo ‘Calang 12’