



## **BANDA ACEH – NIAS** **TRANSPORT PLAN 2006**

(Recommendations)

### **Badan Rehabilitasi dan Rekonstruksi (BRR) Nanggroe-Aceh-Darussalam-Nias**

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## **RECOMMENDATIONS**

In support of and as a function of investigations associated with the Banda Aceh Nias Transport Plan 2006, the following general and specific recommendations are made to the relevant decision-making authorities.

### **10.1 GENERAL RECOMMENDATIONS**

- 10.1.1 **Insurance** – the BRR as part of the governance program for institutional development should take action to foster and develop a culture of insurance against future risk by Aceh commerce and industry, and that position is reflected by individuals and in institutional response to major catastrophic events, and the subsequent ability for local communities to recover and re-establish after such events.
- 10.1.2 **Maritime Navigation** – the BRR as part of the infrastructure program should commission a review of bathymetric & hydrographic information relating to all Aceh & Nias seaports and navigation lanes through island straits for risk management.
- 10.1.2 **Aviation Facilities** – the BRR as part of the infrastructure program should commission a review of the air-side information relating to all Aceh & Nias aerodromes and landing strips (including water strips) for accuracy and risk management (including specifically the Pavement Concession Number (PCN) ratings for runways, taxiways and aprons).
- 10.1.3 **Aviation Management** – the BRR as part of the infrastructure program should commission an Airport Master Plan for each of the Aceh Province & Nias aerodromes in accordance with world standards for civil aviation, and where necessary or desirable, military aviation standards as determined by the Indonesian Defense Forces.
- 10.1.4 **Aviation Development** – the BRR as part of the infrastructure program should take discussions and initiate a project briefing with representatives of the International and Domestic Regular Passenger Transit carriers operating in the region, including :

❖ Air India	Mumbai, Chennai, Kuala Lumpur, Singapore, Jakarta, Bangkok
❖ All Nippon Airlines	Tokyo, Jakarta, Singapore, Kuala Lumpur, Bangkok
❖ British Airways	London, Jakarta, Singapore, Kuala Lumpur, Bangkok
❖ Emirates Airways	Dubai, Kuala Lumpur, Singapore, Jakarta, Bangkok, Manchester
❖ Garuda Indonesia Airlines	Jakarta, Medan, Banda Aceh, Singapore, Kuala Lumpur
❖ Japan Air Lines	Tokyo, Jakarta, Singapore, Kuala Lumpur, Bangkok
❖ Malaysia Airlines	Kuala Lumpur, Singapore, Jakarta, Medan, Banda Aceh
❖ Qantas Airways	Sydney, Perth, Jakarta, Singapore, Kuala Lumpur
❖ Silk Air	Singapore, Jakarta, Medan, Kuala Lumpur
❖ Singapore Airlines	Singapore, Jakarta, Kuala Lumpur, Medan, Banda Aceh
❖ Thai Airways	Bangkok, Kuala Lumpur, Singapore, Jakarta
❖ Adam Air	Jakarta, Medan, Banda Aceh
❖ Batavia Air	Jakarta, Medan, Banda Aceh
❖ Jatayu Air	Jakarta, Medan, Banda Aceh
❖ Kartika Airlines	Jakarta, Medan, Banda Aceh
❖ Lion Air	Jakarta, Medan, Banda Aceh
❖ Pelita Air	Jakarta, Medan, Banda Aceh
❖ Merpati Nusantara Airlines	Medan, Banda Aceh, Nias, Meulaboh, Simeulue
❖ Sabang Merauke Air Charter	Medan, Nias, Sabang, Meulaboh, Simeulue
❖ Suzi Air Charter	Medan, Banda Aceh & all provincial destinations.

- 10.1.5 **Railways Development** – the BRR as part of the infrastructure program should direct that the Multi-Modal Transport Strategy (USAID) address demand for both a Banda Aceh – Medan heavy railway and a Banda Aceh urban light railway as a prelude to a more detailed future feasibility study on both these transport opportunities.
- 10.1.6 **National & Provincial Roads** – the BRR as part of the infrastructure program should encourage all National and Provincial Roads to be controlled access to permit fast, efficient and safe transit of traffic. This implies that a program to install fencing along all adjoining private property and government lands outside of built up areas is instituted throughout Aceh Province (review applicability to Nias).
- 10.1.7 **LEDPs** – the BRR as part of the infrastructure program should initiate for each city and town a detailed Local Economic Development Plan prepared in association with or part of a Local Area Traffic Management Plan (LATM).
- 10.1.8 **LATMs** – the BRR as part of the infrastructure program should initiate for each city and town a detailed Local Area Traffic Management Plan prepared in association with or part of a Local Environmental Development Plan (Planning Scheme), and addressing amongst other things pedestrian facilities and the provision of dual use pedestrian cycle paths in urban areas.
- 10.1.9 **Bus Station Banda Aceh** – the BRR as part of the infrastructure program should take discussions with the private bus companies servicing Banda Aceh with the view to their relocating asset and operations to a central bus station located on Jalan TKG ABD Rahman Meunasah Meucab (a National / Provincial / Regional peripheral ring road).
- 10.1.10 **Fire & Rescue Services** – the BRR as part of the institutional development program should encourage the Regional & District Fire & Rescue Services authorities to audit their fleet for adequacy to respond to emergency task and make recommendations as to the availability of water supply infrastructure and road network accessibility for their vehicles.
- 10.1.11 **Fuel Storage & Retail Distribution** – the BRR as part of the infrastructure, economic and institutional development programs should discourage (outlaw) the practice of itinerant street vendors supplying motor vehicles as refueling stations along major roads, as it is an unacceptable risk.
- 10.1.12 **Fuel Storage & Retail Distribution** – the BRR as part of the infrastructure, economic and institutional development programs should encourage the expansion of the retail market for fuel products and safe storage in licensing in appropriately located premises.
- 10.1.13 **Agricultural Practices** – the BRR as part of the infrastructure and institutional development programs must move to assert legal control and authority over public roads and road reserves in order to protect road users, the community and the construction integrity of the road infrastructure asset by requiring fencing in urban areas as a function of property development by adjoining private land owners.
- 10.1.14 **Agricultural Practices** – the BRR as part of the infrastructure and institutional development programs must move to assert legal control and authority over public roads and road reserves in order to protect road users, the community and the construction integrity of the road infrastructure asset by enforcing the operating integrity of the paved section of the road (ie. People should not be permitted to reduce the available road width by storing agricultural or building construction products on the road).
- 10.1.15 **Regional Economic Development (Aceh & Nias)** – the BRR as part of all programs should develop a Provincial Economic Development Plan that addresses the occupational sectors associated with :
- |   |   |
|---|---|
| ❖ Executive, Managerial & Supervisors         | ❖ Professional & Technical Persons      |
| ❖ Administrative & Clerical Persons           | ❖ Salespersons & Commercial Travellers  |
| ❖ Retail, Wholesale & Commission Distributors | ❖ Farmers, Foresters & Fishermen        |
| ❖ Miners & Quarry Persons                     | ❖ Transport & Communication Workers     |
| ❖ Crafts, Production-Process & Labourers      | ❖ Community Service, Sport & Recreation |
| ❖ Armed & Security Services.                  |   |



10.1.16 **Regional Economic Development (Aceh & Nias)** – the BRR as part of all programs should develop a Provincial Economic Development Plan 2007-12 that addresses the workforce sectors associated with :

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|--|--|
| ❖ Communication & Information Technology | ❖ Community & Health Services                |
| ❖ Construction & Mechanical Services     | ❖ Education, Interpretative & Personal Dev't |
| ❖ Electricity, Gas & Water Distribution  | ❖ Entertainment, Recreation & Personal Serv  |
| ❖ Environmental Management               | ❖ Finance, Property & Business Services      |
| ❖ Manufacturing                          | ❖ Primary Production, Forestry & Mining      |
| ❖ Public Administration                  | ❖ Research & Product Development             |
| ❖ Security & Defense                     | ❖ Tourism & Hospitality                      |
| ❖ Transport, Storage & Distribution      | ❖ Wholesale, Retail & Commission Trade.      |

10.1.17 **Agriculture** – the BRR as part of the economic program should undertake a study into the 'Value of Agricultural Production' for Aceh Province & Nias.

10.1.18 **Social Accord** – the BRR as part of the infrastructure and community development program initiate a study or research into the special needs of housing, health (mens, womens, children, seniors), community awareness, community development, community consultation, business development, job creation, disability services, mental illness, medical clinics, family planning – all with attendant needs for specialist transport planning consideration and accessibility.

10.1.19 **Tourism Asset** – the BRR as part of the economic program undertake research to quantify the current level of tourism / hospitality investment in terms of employment and capital asset value.

10.1.20 **Internet** – the BRR as part of the economic and community development programs should initiate an internet research project to investigate methods for improving internet access and communication for all industry sectors.

10.1.21 **Population** – the BRR as part of the community development program initiate further demographic research to quantify and qualify population statistical data (historic, event and projected) as relates to the statistical divisions of the Aceh Province and Nias.

10.1.22 **Environment** – the BRR as part of the corporate governance program should initiate a 'State of the Environment Report' addressing species diversity, habitat sustainability, environmental management, and the presence of rare or endangered flora and fauna.

10.1.23 **Waste Management** – the BRR as part of the infrastructure program should undertake a comprehensive waste (solid, liquid and gas) management strategy, and contaminated site assessment study of major urban areas with a terms of reference that will help define a 'State of the Environment Report' for Aceh Province and Nias.

10.1.24 **Heritage** – the BRR as part of the community development and infrastructure programs should take discussions with relevant stakeholder groups to establish a cultural heritage register (built and natural environment) canvassing national, provincial, regional, district and local heritage places for the future.

10.1.25 **Banda Aceh Stock Exchange** – the BRR as part of the institutional development program should undertake discussions with stakeholder groups to canvas support for the establishment of the Banda Aceh Stock Exchange – a vehicle to facilitate international investment in the region, including most particularly the Banda Aceh Port Corporation.

10.1.26 **West Coast Islands Port Corporation** – the BRR as part of the institutional development program should facilitate discussions with stakeholder groups to canvas support for the establishment of the West Coast Islands Port Corporation – a vehicle to facilitate domestic and international investment around Simeulue, Banyak, Nias, Tanah, Mentawai, Siberut, Sipora, Pagai and Enggano.

## 10.2 SPECIFIC RECOMENDATIONS

10.2.1 **Infrastructure Project Management** – the BRR financial evaluation reinforces the need to commit to the WB Project Management Procurement process identified by the BRR Infrastructure Directorate.

10.2.2 **Raw Material Resources** – the BRR as part of the economic development program should commission a Nanggroe Aceh Darussalam & Nias (Northern Sumatra) Raw Material Resources Study to document the potential export requirements for bulk commodities associated with mining, agriculture, forestry and fisheries.

10.2.3 **Banda Aceh Port Corporation** – the Government of Indonesia should take such action as necessary to establish a BAPC to assume planning, design, construction and management responsibility for (all or part of) the transport assets comprising :

- ❖ Banda Aceh International Seaport (site selection pending further research) ~ US\$3.5 Billion
- ❖ Banda Aceh International Airport (Sultan Iskandar Muda) ~ US\$1.2 Billion
- ❖ Banda Aceh Ring Road (Toll Route) ~ US\$500 Million
- ❖ Banda Aceh Medan Motorway (Toll Route) ~ US\$1.8 Billion
- ❖ **Provisional subject to feasibility – Banda Aceh Medan Railway ~ US\$2.0 Billion.**

10.2.4 **Indonesian Aerodrome Directory** (Domestic and Light Aircraft – Northern Sumatra) – the Indonesian Directorate General for Aviation should review and amend this publication to indicate the correct runway length and strip dimensions for Sabang Airport (Maimun Saleh) with an appropriate notice to airmen to follow advising of relevant changes.

10.2.5 **Provincial Roads** (Aceh) – the BRR as part of the infrastructure program adopt the following schedule of roads for provincial funding and management responsibility :

- ❖ Banda Aceh to Malahayati (~ 30km)
- ❖ Lamno to Jantho (~ 30km)
- ❖ Sigli to Calang (~ 80km)
- ❖ Sigli to Takengon (~ 140km)
- ❖ Sigli to Meulaboh via Jeuram (~ 50km)
- ❖ Lhokseumawe to Takengon (~ 40km)
- ❖ Langsa to Blangkeujeuren (~ 160km)
- ❖ Sinabang to Sibigo (~ 120km) *including Lasikin Airport Road*

10.2.6 **Provincial Roads** (Nias) – the BRR as part of the infrastructure program adopt the following schedule of roads for provincial funding and management responsibility :

- ❖ Gunungsitoli to Lahewa (~ 90km)
- ❖ Gunungsitoli to Sirombu (~ 70km)
- ❖ Gunungsitoli to Telukdalam (~ 140km) *including Banaka Airport Road*
- ❖ Lahewa to Telukdalam (~ 160km).

10.2.7 **Regional Roads** (Aceh Besar) – the BRR as part of the infrastructure program adopt the following schedule of regional roads (not being or to include National or Provincial Roads) for regional funding and management responsibility :

- ❖ Jalan TKG ABD Rahman Meunasah Meucab
- ❖ Jalan Tengku Imum Lueng Bata
- ❖ Jalan Tengku Iskandar
- ❖ Jalan Saltan Alaidin Johasyah
- ❖ Jalan Saltan Malikulsaleh
- ❖ Jalan Lamteh
- Gampong Blang to Batoh and Cot Malem
- Batoh to Kampung Baru
- Bandar Baru to Pango Deah
- Punge Ujong to Lamcot
- Punge Ujong to Lamcot
- Lam Manyang to Lampaseh Kota.

10.2.8 **Regional Roads** (Elsewhere) – the BRR as part of the infrastructure program undertake further research and discussions with stakeholders to determine regional roads (not being or to include National or Provincial Roads) for regional funding and management responsibility :

❖ Aceh Barat	Meulaboh, Calang & Lamno
❖ Aceh Besar	Leupeng, Lhokgna & Malahayati
❖ Aceh Selatan	Tapaktuan, Susoh & Bakongan
❖ AcehSingkel	Singkel
❖ Aceh Tenggara	Kutacane, Terangon & Blangkeieren
❖ Aceh Tengah	Takengon
❖ Aceh Timur	Langsa
❖ Aceh Utara	Lhokseumawe
❖ Bireuen	Bireuen
❖ Pidie	Sigli
❖ Sabang	Sabang & Balohan
❖ Simeulue	Sinabang, Sibigo & Palau Banyak
❖ Nias	Gunungsitoli, Lahewa & Telukdalam

10.2.9 **Freight Truck Axle-Weight Compliance** – the BRR as part of the institutional development program should encourage the Provincial Transport Authority to develop a road-side program for assessing / enforcement of compliance by operators and owners of freight trucks who overload their vehicles with extreme weight and centre-of-balance loads that exceed vehicle manufacturer specifications.

10.2.10 **Ferry Freight Weigh Bridge** – the BRR as part of the infrastructure program should develop a freight vehicle weigh bridge at vehicular ferry terminals (eg. Ulee Lheu and elsewhere), so that those responsible for safety (passengers and freight) are aware of the cumulative traffic weight, and if that complies with the manufacturers weight tolerance standards for the ferry.

10.2.11 **Spatial Planning** – the BRR as part of the corporate development program initiate an external review of the management of geographic and other data sources using information technology that will establish domestic benchmarks for the use and development of geo-spatial data.

10.2.12 **Cadastral Management** – the BRR as part of the community development, institutional development and infrastructure programs should initiate discussions with all stakeholders as to the adoption of a ‘Torrens’ title of land administration, formally recognising land tenure (private and public) as the foundation for a future land rating system as a financial mechanism for governance.

10.2.13 **Building Code of Indonesia (Aceh & Nias)** – the BRR as part of the community development, institutional development and infrastructure housing programs should initiate discussions with all stakeholders in order to establish a minimum design standard in terms of probable capacity to withstand an earthquake and tsunami event (relative scales to be determined).

10.2.14 **Major Infrastructure Easements** – the BRR as part of the institutional development and infrastructure programs should initiate discussions with all stakeholders in order to establish the broad regional network of infrastructure services (leading to easements within provincial and regional road reserves for water supply, drainage and waste water disposal pipelines, gas pipelines and electricity transmission lines, and corresponding management arrangements to protect and maintain that asset into the future.

10.2.15 **Dangerous Goods (Storage & Transport)** – the BRR as part of the institutional development and infrastructure programs should initiate discussions with all stakeholders in order to establish preferable and acceptable dangerous goods storage locations and transport routes, and corresponding management arrangements to protect and maintain those particular assets into the future.

10.2.16 **Banda Aceh International Airport** – the BRR as part of the infrastructure program should adopt the policy position that the Sultan Iskandar Muda airport will be a full international operation, and relevant design aspects should be altered to cater for Boeing 777 and Airbus A380 aircraft (both new generation wide body aircraft) – the main runway needs to be widened to 60m and the taxiways widened to 45m (design+), with appropriate PCN ratings.

10.2.17 **Governance** – the BRR (in conjunction with all relevant stakeholders) as part of the institutional development program initiate further research to examine the governance role and split as relates to the following transport issues :

**Indonesian Government**

- |                                |                                  |
|--------------------------------|----------------------------------|
| ❖ Commerce & trade             | ❖ Communications                 |
| ❖ Corporate affairs            | ❖ Defense & essential services   |
| ❖ Environmental sustainability | ❖ Immigration & ethnic affairs   |
| ❖ Industrial relations         | ❖ Taxation (company & personal). |

**Sumatera Development Forum**

- |                        |                      |
|------------------------|----------------------|
| ❖ Economic cooperation | ❖ Social enhancement |
|------------------------|----------------------|

**Aceh Provinsi & Nias (or West Coast Islands)**

- |   |   |
|---|---|
| ❖ Cadastral management (land tenure & access) | ❖ Disaster coordination                       |
| ❖ District & local government management      | ❖ Education & training                        |
| ❖ Health & welfare                            | ❖ Land administration                         |
| ❖ Planning & environmental management         | ❖ Port corporations (public private partners) |
| ❖ Taxation (duties, fees & charges)           | ❖ Traffic & transport (licensing & insurance) |
| ❖ Transport (provincial roads & bridges)      | ❖ Energy development.                         |

**Kota / Kabupaten**

- |   |  |
|---|--|
| ❖ Building services (construction administration) | ❖ Cadastral development (new lands)          |
| ❖ City & regional planning schemes                | ❖ City & regional transport plans            |
| ❖ Cultural development                            | ❖ Disaster management (emergency services)   |
| ❖ Energy & power generation / transmission        | ❖ Entertainment, sport & recreation service  |
| ❖ Environmental protection & enforcement          | ❖ Environmental occupational health & safety |
| ❖ Hazardous materials (dangerous goods)           | ❖ Heritage & native title                    |
| ❖ Land valuation & rating                         | ❖ Primary industry (agriculture & resources) |
| ❖ Tourism & hospitality                           | ❖ Waste management & recycling               |
| ❖ Workplace relations.                            |  |

**Kecamatan**

- |  |   |
|--|---|
| ❖ Domestic pets, livestock & vermin              | ❖ Local management plans (infrastructure) |
| ❖ Local planning strategies (land use transport) | ❖ Unkempt land, fences, litter            |
| ❖ Water supply, sewerage & drainage.             |   |

10.2.18 **BAIA Terminal Completion** – the BRR as part of the infrastructure program should reschedule the finance and construction of the new Sultan Iskandar Muda airport terminal so as to be completed and operational no later than 30 June 2007.

10.2.19 **Banda Aceh International Seaport** – the BRR as part of the infrastructure program should adopt the policy position that there will be a future international seaport, and subject to design, feasibility and site selection processes, the five potential locations to be investigated include :

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|---|---------------|
| ❖ Ulee Lheu 2 – area west of main drainage canal      | Preference 1  |
| ❖ Ulee Lheu 3 – area east of main drainage canal      | Preference 2  |
| ❖ Ulee Lheu 1 – area west of Ulee Lheu cargo terminal | Preference 3  |
| ❖ Malahayati  | Preference 4  |
| ❖ Sabang (We Island)                                  | Preference 5. |

- 10.2.20 **Banda Aceh Ring Road (Toll Route)** – the BRR as part of the infrastructure program should take steps to identify the alignment, reserve and acquire the land, and commence planning and design for a grade-separated controlled-access peripheral urban ring road that links up Malahayati in the east to Lhokgna in the west, and functions as a toll route for future funding and maintenance.
- 10.2.21 **Banda Aceh Medan Motorway (Toll Route)** – the BRR, in association with the Provincial Government of Sumatra Utara (respective % ownership to be determined), and as part of the infrastructure program should take steps to identify an alignment, reserve and acquire the land, and commence planning and design for a grade-separated controlled-access motorway between Banda Aceh and Medan that functions as a toll route for future funding and maintenance.
- 10.2.22 **Trans-Sumatra Motorway (Toll Route)** – the BRR, in association with the Government of Indonesia, the Provincial Governments of Sumatra, and relevant industry stakeholders, initiate discussions for the purpose of establishing the potential for a Trans-Sumatra Motorway (Toll Route – grade-separated controlled-access) extending from Banda Aceh in the north to Bandar Lampung in the south.
- 10.2.23 **Investment** – the BRR as part of the institutional development and infrastructure program should be looking to establish corporate relationships and information sharing programs with international investment groups such as :
- ❖ Listed International or Domestic Infrastructure Groups (with capital and expertise)
  - ❖ Superannuation Investment Houses (banking and finance sectors)
  - ❖ Core service provider groups (airlines, sea freight handlers, petroleum companies, etc).
  - ❖ Global business groups aligned to BAPC / WCIPC operations seeking South-East Asia role
  - ❖ Business groups already aligned to BAPC / WCIPC operations in South-East Asia
  - ❖ Business groups based in Aceh Province and Nias with a vested interest in the collective outcome.
- 10.2.24 **Free Trade Agreements** – the BRR in association with the Government of Indonesia should be looking to establish free-trade agreements (sister city friendship) to support trade development potential through key transport infrastructure assets – agreements could be considered with :
- |                        |   |
|------------------------|---|
| ❖ Australia            | Darwin, Perth, Sydney & Melbourne       |
| ❖ Bangladesh           | Dhaka                                   |
| ❖ China                | Hong Kong, Beijing & Shanghai           |
| ❖ India                | Calcutta, Chennai & Mumbai              |
| ❖ Malaysia             | Kuala Lumpur, Kelang, Langkawi & Penang |
| ❖ Maldives Islands     | Malle                                   |
| ❖ Myanmar              | Rangoon                                 |
| ❖ Pakistan             | Karachi                                 |
| ❖ Philippines          | Manila                                  |
| ❖ Singapore            |   |
| ❖ Sri Lanka            | Colombo & Candy                         |
| ❖ Thailand             | Phuket & Bangkok                        |
| ❖ United Arab Emirates | Dubai.                                  |
- 10.2.25 **Organisational Liaison** – the BRR as part of the institutional development program should establish the Banda Aceh Provincial Planning Authority (BAPPA – initially a liaison group but potentially evolving into decision-making group), comprising elected and appointed representatives from the :
- ❖ Banda Aceh Chamber of Commerce & Industry
  - ❖ Banda Aceh Community Development Association
  - ❖ Banda Aceh Local Government Association
  - ❖ Sumatra Development Commission
  - ❖ Indonesian Dept Transport
  - ❖ Indonesian Dept Conservation & Environment
  - ❖ Banda Aceh Rehabilitation & Reconstruction Agency      Chairmanship.



10.2.26 **Research Development Program** – the BRR as part of the institutional development and infrastructure programs initiate further research to produce the following reports :

- ❖ NAD-Nias Project Management Report 2006
- ❖ NAD-Nias Demographic Projections Report 2006-2031
- ❖ NAD-Nias State of the Environment Report 2007
- ❖ NAD-Nias Cultural Heritage Report 2007
- ❖ NAD-Nias Multi-Modal Transport Strategy 2006\*
- ❖ NAD-Nias Raw Material Resources Strategy 2006.

10.2.27 **Business Development Program** – the BRR as part of the institutional development and infrastructure programs initiate further business planning and investment reports :

- ❖ NAD-Nias Regional Economic Development Plan (2007-12)\*
- ❖ NAD-Nias Provincial Airports' Master Plan 2006
- ❖ NAD-Nias Provincial Seaports' Master Plan 2006
- ❖ Banda Aceh Port Corporation Business Plan 2007-08
- ❖ Banda Aceh International Airport Master Plan & Business Plan (2007-12)
- ❖ Banda Aceh International Seaport Master Plan & Business Plan (2007-12).

oooooooo **End of Recommendation** ooooooooo