

## **Terminal Safety Information Booklet**



| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------|---|
| Oil & Gas Terminal<br>-----                                                                                                                            | Marine Terminal<br>Information Booklet | Issued  | - |
|                                                                                                                                                        |                                        | Revised | - |



**PT Kilang Pertamina Internasional  
Terminal untuk Kepentingan Sendiri (TUKS)  
Refinery Unit II Sungai Pakning**

**Jl. Jend. Sudirman No. 2 Marine Area Pertamina  
Sungai Pakning**

**PT KILANG PERTAMINA INTERNASIONAL  
REFINERY UNIT II SUNGAI PAKNING  
TERMINAL INFORMATION ON FACILITY, SAFETY, SECURITY, AND  
POLLUTION PREVENTION REGULATION**

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| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
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## PREFACE

This booklet is addressed to the Masters, owners, operators, and agent of vessels that call at the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning. This booklet contains information that is applicable to the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning and is not represented as complete in every aspect of safe and pollution-free cargo-transfer operations. There will be some changes, such as Under Keel Clearance (UKC), Draft, Deadweight Capacity, and others, to align with the latest terminal conditions and local regulations.

This information is not intended to relieve any vessel or Master of the responsibility to safely berth, moor, and sail the vessel and to use whatever assistance over and above these requirements he/she feels are necessary. This information does, however, represent the minimum requirements for the terminal. Berth personnel will have authority in seeing that these requirements are met.

The Master or person in charge of any vessel, while at the terminal, shall have adequate knowledge of these rules and regulation to ensure that his crew members are fully informed of these requirement. Vessels that do not comply with all the requirements may not be permitted to berth or may be asked by the terminal representative to immediately disconnect and leave the berth.

| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
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## SECTION I

### TERMINAL INFORMATION

#### 1.1 POSITION

Name : PT Kilang Pertamina Internasional TUKS  
Refinery Unit II Sungai Pakning

Owner : PT Kilang Pertamina Internasional

Operator : PT Pertamina Port & Logistics – Port Sungai  
Pakning

Address : Jl. Jend. Sudirman No. 2 Marine Area Pertamina  
Sungai Pakning

Town : Kec. Bukit Batu, Kab. Bengkalis

State : Prov. Riau, Indonesia

Zip : 28761

Phone : (0766) 91220 Ext 4271

#### 1.2 JETTY DESCRIPTION

PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning is a private terminal owned by PT Kilang Pertamina Internasional Refinery Unit II Dumai and operated by Pertamina Port & Logistic Region I. PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning is a part of Tanjung Buton Port, has three berths, which is capable of loading and unloading ships or barges. The berths are piling-supported concrete cap structure with a submerged sheet pile bulkhead situated along the Bengkalis Strait.

#### 1.3 ANCHOR REFERENCE

Reference:

*“Prosedur Tetap Pelayanan Pemanduan dan Penundaan Kapal di Wilayah Perairan PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning di Perairan Wajib Pandu Kelas II Pelabuhan Tanjung Buton Provinsi Riau.”*

#### 1.4 SEA MAP

PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning refers to sea map Indonesia No. 130 and No. 157 and British Admiralty Chart No. 3947 and No. 1358.

#### 1.5 CITRA SATELITE



| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
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## 1.6 LOCAL TIME ZONE

UTC/GMT +7 hours

## 1.7 SEABED TYPE

Sand and Mud

## 1.8 NAVIGATION HAZARDS

Fishing Nets/Fisherman and Channel Crossing

01° 20' 55" LU / 102° 09' 45" BT (9.7 mLWS)

01° 20' 48" LU / 102° 09' 52" BT (8.0 mLWS)

## 1.9 MARINE NAVIGATION AIDS

N/A

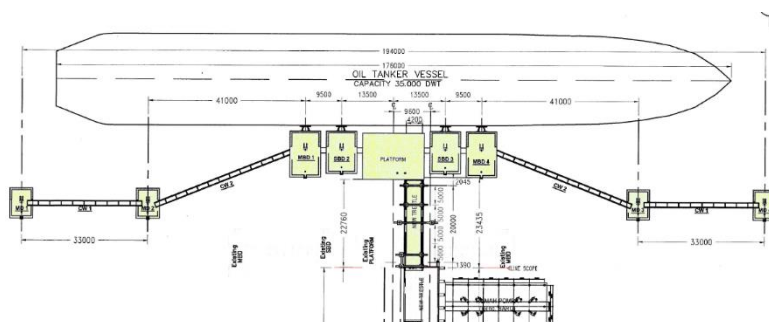
## 1.10 JETTY DATA<sup>1</sup>

### 1.10.1 JETTY I

|                                        |                                                                                                                                                                                                                                                |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Type                                   | : Dolphin                                                                                                                                                                                                                                      |
| Safe Draft                             | : - 14 m LWS (vessel safe draft : 11 m)                                                                                                                                                                                                        |
| Min-Max DWT of ship                    | : 35.000 DWT                                                                                                                                                                                                                                   |
| Min-Max LOA                            | : 53,9 - 176 Meter                                                                                                                                                                                                                             |
| Minimum Parallel Body Length           | : 46 M                                                                                                                                                                                                                                         |
| Max Height of Manifold from Water Line | : About 13 M                                                                                                                                                                                                                                   |
| Geographic Position                    | : 01°20'41.24" LU / 102° 09' 28.12" BT<br>01°20'42.06" LU / 102° 09' 34.10" BT<br>01°20'38.90" LU / 102° 09' 33.71" BT<br>01°20'35.94" LU / 102° 09' 28.12" BT<br>01°20'38.27" LU / 102° 09' 27.90" BT<br>01°20'39.18" LU / 102° 09' 27.98" BT |
| Jetty Head Elevation                   | : 0 M                                                                                                                                                                                                                                          |
| Distance Between Bollard               | : 33 M (MD1 – MD2),<br>41 M (MD2 – MBD 1)<br>9,5 M (MBD 1 – SBD 2)<br>27 M (SBD 2 – SBD 3)<br>9,5 (SBD3 – MBD 4)<br>41 M (MBD 4 – MD3)<br>33 M (MD 3 – MD4)                                                                                    |
| Jetty Length                           | : 194 M                                                                                                                                                                                                                                        |
| Jetty Width                            | : 12 M                                                                                                                                                                                                                                         |
| Length Trestle                         | : 195,13 M x 4,85 M                                                                                                                                                                                                                            |
| Picture & Mooring Arrangement          |                                                                                                                                                                                                                                                |

<sup>1</sup> An update will be made if there are any changes, or user can contact Terminal for further information

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| Mooring Arrangement |             |             |             |             |            |
|---------------------|-------------|-------------|-------------|-------------|------------|
| Headlines           | Breastlines | Springlines | Springlines | Breastlines | Sternlines |
| 3                   | 1           | 2           | 2           | 1           | 3          |

Under normal condition it is capable of handling the following product(s) :

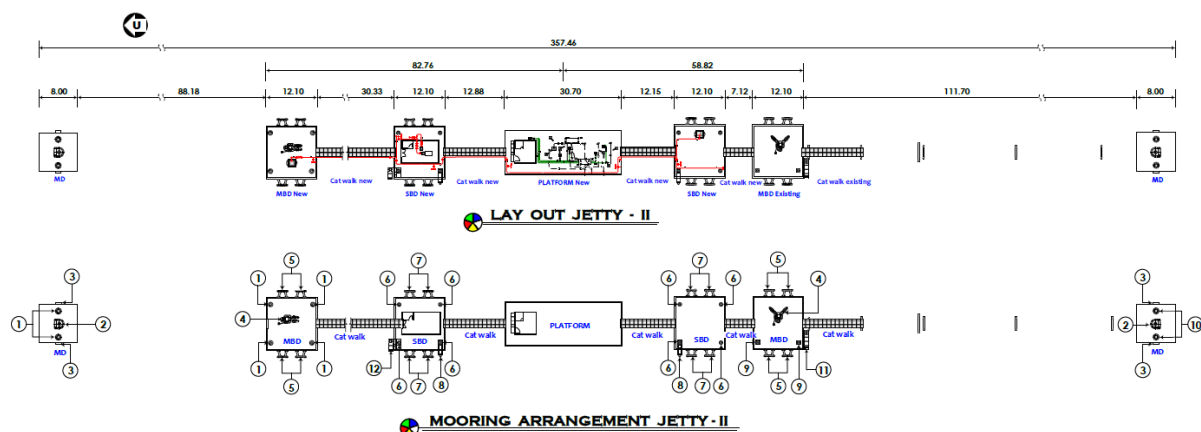
| No | Product | Hose / L.Arm | Rate<br>(KL/Hours) |            | Pressure<br>(Kg/C<br>m <sup>2</sup> ) |
|----|---------|--------------|--------------------|------------|---------------------------------------|
|    |         |              | Load               | Disch      |                                       |
| 1  | Naptha  | Loading Arm  | (300-500)          | (300-500)  | Max 15                                |
| 2  | Kero    | Loading Arm  | (300-500)          | (300-500)  | Max 15                                |
| 3  | Solar   |              | (300-500)          | (300-500)  | Max 15                                |
| 4  | Crude   | Loading Arm  | (500-1500)         | (500-1500) | Max 15                                |
| 5  | PTFC    | Hose         |                    | (300-500)  | Max 15                                |

### 1.10.2 JETTY II INNER

|                                        |                                         |
|----------------------------------------|-----------------------------------------|
| Type                                   | : Island Berth / Dolphin                |
| Safe Draft                             | : - 14 m LWS (vessel safe draft : 11 m) |
| Min-Max DWT of ship                    | : 7.500 DWT                             |
| Min-Max LOA                            | : 60 - 120 M                            |
| Minimum Parallel Body Length           | : 40 M                                  |
| Max Height of Manifold from Water Line | : About 7,4 M                           |
| Geographic Position                    | : 01°20'27.80" LU / 102° 09' 36.80" BT  |
|                                        | : 01°20'16.50" LU / 102° 09' 35.30" BT  |
|                                        | : 01°20'22.40" LU / 102° 09' 36.10" BT  |
|                                        | : 01°20'27.80" LU / 102° 09' 27.20" BT  |
|                                        | : 01°20'16.50" LU / 102° 09' 25.60" BT  |
| Jetty Head Elevation                   | : (30 x 12) M                           |
| Distance Between Bollard               | : 96,18 M (MD 1-MBD 1)                  |
|                                        | : 42,43 M (MBD 1 – SBD 1)               |
|                                        | : 67,84 M (SBD 1 – SBD 2)               |
|                                        | : 19,22 M (SBD 2 – MBD 2)               |

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Jetty Length : 119,7 M (MBD 2 – MD 2)  
 Jetty Width : 357,46 M  
 Jetty Width : 12,10 M  
 Length Trestle : -  
 Picture & Mooring Arrangement



| Mooring Arrangement |             |             |             |             |            |
|---------------------|-------------|-------------|-------------|-------------|------------|
| Headlines           | Breastlines | Springlines | Springlines | Breastlines | Sternlines |
| 4                   | 2           | 2           | 2           | 2           | 4          |

Under normal condition it is capable of handling the following product(s) :

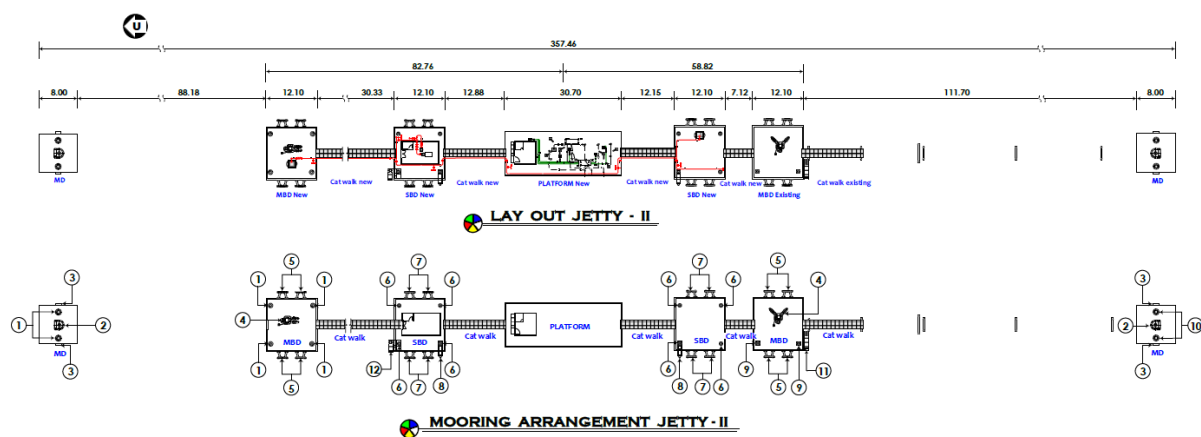
| No | Product | Hose / L.Arm | Rate<br>(KL/Hours) |            | Pressure<br>(Kg/Cm <sup>2</sup> ) |
|----|---------|--------------|--------------------|------------|-----------------------------------|
|    |         |              | Load               | Disch      |                                   |
| 1  | LSWR    | Hose         | 500 -1500          | 500 -1500  | 15                                |
| 2  | Solar   | Hose         | 300-500            | 300-500    | 15                                |
| 3  | Crude   | Hose         | 500 - 1500         | 500 - 1500 | 15                                |
| 4  | PTFC    | Hose         |                    | 500-1500   | 15                                |

### 1.10.3 JETTY II OUTER

Type : Island Berth / Dolphin  
 Safe Draft : - 14 m LWS (vessel safe draft : 11 m)  
 Min-Max DWT of ship : 100.000 DWT (Setelah Rehabilitasi)  
 Min-Max LOA : 110 - 200 M  
 Minimum Parallel Body Length : 80 M  
 Max Height of Manifold from Water Line : About 7,4 M  
 Geographic Position : 01°20'27.80" LU / 102° 09' 36.80" BT  
 01°20'16.50" LU / 102° 09' 35.30" BT

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01°20'22.40" LU / 102° 09' 36.10" BT  
 01°20'27.80" LU / 102° 09' 27.20" BT  
 01°20'16.50" LU / 102° 09' 25.60" BT  
 Jetty Head Elevation : (30 x 12) M  
 Distance Between Bollard : 96,18 M (MD 1-MBD 1)  
 42,43 M (MBD 1 – SBD 1)  
 67,84 M (SBD 1 – SBD 2)  
 19,22 M (SBD 2 – MBD 2)  
 119,7 M (MBD 2 – MD 2)  
 Jetty Length : 357,46 M  
 Jetty Width : 12,10 M  
 Length Trestle : -  
 Picture & Mooring Arrangement



| Mooring Arrangement |             |             |             |             |            |
|---------------------|-------------|-------------|-------------|-------------|------------|
| Headlines           | Breastlines | Springlines | Springlines | Breastlines | Sternlines |
| 4                   | 2           | 2           | 2           | 2           | 4          |

Under normal condition it is capable of handling the following product(s) :

| No | Product       | Hose / L.Arm | Rate<br>(KL/Hours) |          | Pressure<br>(Kg/Cm <sup>2</sup> ) |
|----|---------------|--------------|--------------------|----------|-----------------------------------|
|    |               |              | Load               | Disch    |                                   |
| 1  | LSWR/MFO/LSFO | Hose         | 500-1500           | 500-1500 | Max 15                            |
| 2  | Kerosene      | Hose         | 300-500            | 300-500  | Max 15                            |
| 3  | Solar         | Hose         | 300-500            | 300-500  | Max 15                            |
| 4  | Naptha        | Hose         | 300-500            | 300-500  | Max 15                            |
| 5  | Crude Oil     | Hose         | 500-1500           | 500-1500 | Max 15                            |
| 6  | Decant Oil    | Hose         |                    | 500-1500 | Max 15                            |

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#### 1.10.4 Jetty III / Small Craft

|                      |                                        |
|----------------------|----------------------------------------|
| Type                 | : Jetty                                |
| Safe Draft           | : 14 m LWS (Vessel safe draft : 11 m)  |
| Geographic Position  | : 01°20'36.10" LU / 102° 09' 30.40" BT |
|                      | : 01°20'24.20" LU / 102° 09' 30.30" BT |
|                      | : 01°20'36.10" LU / 102° 09' 26.00" BT |
|                      | : 01°20'34.20" LU / 102° 09' 26.50" BT |
| Jetty Head Elevation | : ( 15 x 7.5 ) Meter                   |
| Length Trestle       | : (195,13 x 4,85)M <sup>2</sup>        |

#### 1.11 CONTROLLING UKC (Under Keel Clearance)<sup>2</sup>

As of the date of this revision, the following maximum UKC apply to Operational Terminal Sungai Pakning. Every vessel calling to PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning shall maintain her controlling UKC not to exceed:

|                                                                     |                                                                    |
|---------------------------------------------------------------------|--------------------------------------------------------------------|
| Restricted Waters, Port<br>Approaching , Harbour – Transit<br>(SBE) | 10% water depth                                                    |
| While Alongside                                                     | Breadth < 20 m = 0,3 m<br>Breadth > 20 m = 1,5% of the ship's beam |

These controlling UKC requirement are guidelines only. Variances may be considered on an individual basis

Reff : HSSEQ Circular Pertamina Shipping No. 018/2016 Subject Revision for UKC

#### 1.12 SHIP TRANSIT THROUGH BAY

##### 1.12.1 APPROACH AND ENTRY

Jetties are located at TUKS Sungai Pakning. Approach to jetties through channel and advised by pilot.

##### 1.12.2 WEATHER AND CLIMATE

###### Tidal

|                        |              |
|------------------------|--------------|
| Mean High-Water Spring | : 2,47 m LWS |
| Mean High Water Neaps  | : 1,55 m LWS |
| Mean Low Water Neaps   | : 1,25 m LWS |
| Mean Low Water Spring  | : 0,33 m LWS |
| Chart Datum            | : 0.00 m LWS |

###### Wind

|            |                |
|------------|----------------|
| Max. Speed | : 5 – 25 knots |
|------------|----------------|

###### Temperature

|         |               |
|---------|---------------|
| Average | : 24° - 40° C |
|---------|---------------|

##### 1.12.3 ANCHORAGE AREA

###### **Waiting Pilot (Sea Pilot)**

|          |                                      |
|----------|--------------------------------------|
| Position | : 01° 56' 30" LU / 101° 50' 30.5" BT |
| Draft    | : 8 – 18 Meter                       |

<sup>2</sup> An update will be made if there are any changes, or user can contact Terminal for further information

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#### **Waiting Pilot (Harbour Pilot)**

Position : 01° 23' 20" LU / 102° 10' 40.5" BT  
Draft : 8 – 18Meter

#### **Anchorage Area Zone For Tanker**

Position : 01° 23' 00" LU / 102° 10' 00.5" BT  
Draft : 8 – 18 Meter

### **1.12.4 PILOTAGE AND TUGS**

Pilotages compulsory Vessel calling at PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning. Tugs are available and are normally stationed near the Jetties.

### **1.13 MINIMUM MOORING REQUIREMENTS**

Minimum mooring requirements must be met in order to comply with the terminal wind limits for safe mooring and transfer of cargo.

#### **1.13.1 SHIPS**

| Ship's Size |        |   |             | Forward    |              |              | After       |              |              |
|-------------|--------|---|-------------|------------|--------------|--------------|-------------|--------------|--------------|
|             |        |   |             | Head Lines | Breast Lines | Spring Lines | Stern Lines | Breast Lines | Spring Lines |
| 1.          | 50.000 | - | 120.000 DWT | 4          | 4            | 2            | 4           | 4            | 2            |
| 2.          | 30.000 | - | 50.000 DWT  | 4          | 2            | 2            | 4           | 2            | 2            |
| 3.          | 10.000 | - | 30.000 DWT  | 3-4        | 2            | 2            | 3-4         | 2            | 2            |
| 4.          | 1.500  | - | 10.000 DWT  | 3          | 2            | 2            | 3           | 2            | 2            |

#### **1.13.2 BARGES**

1. Barges with 80KB and greater capacity shall deploy a minimum of 8 (eight) mooring lines.
2. Barges with less than 80KB capacity shall deploy a minimum of 6 (six) mooring lines.

#### **1.13.3 EXCEEDING MINIMUM MOORING**

Additional lines may be used at the discretion of the vessel Master or may be required depending on unfavourable weather conditions.

#### **1.13.4 WINCHES AND LINE HANDLING**

Terminal personnel will handle shore side mooring operations, while terminal mooring gangs will assist the pulling of the hawser manually.

### **1.14 PILOTAGE**

Pilotages compulsory Vessel calling at PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning Radio must confirm their arrival time to Marine Operation Station at least 8 hours before arrival and 3 hours before departure. Vessel

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shall report to Sungai Pakning Marine Operation Station on VHF Ch 09 and Pertamina Pilotage Station on VHF Ch 12. There are coordinate for Pilot and Anchorage Area is 01°21,628 'N, 102°09.891 'E.

### 1.15 TUG REQUIREMENTS

Towage guideline table below is intended to assist the terminal user to determine the number of tugs required for a vessel's movement within the port waters of PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning .

| No | Ship's LOA (m) | Number of Tugs | Min. Total Power (HP) |
|----|----------------|----------------|-----------------------|
| 1  | 70 - 100       | 1              | 2.000                 |
| 2  | 100 - 250      | 2              | 6.000                 |
| 3  | > 250          | 3              | 11.000                |

The number of tugs required is determined, among other factors, by the size and ship handling characteristics of the vessel, the peculiarities of berth and its approaches, and the prevailing conditions e.g. tidal streams, weather. The pilot upon boarding may thus, in consultation with the master, cancel or order additional tugs if required.

### 1.16 BERTHING MANEUVERS

Vessels need to approach the dock at an approximate angle of 5 degrees or less. Velocity cannot exceed 0,3 kts. When making contact to the berth, it should not exceed 0.19 kts.

All vessels calling on, attending to or are under contract providing support to or at any PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning will ensure that "Hand Steering" is used when approaching the terminal or facility for berthing. The use of "auto" pilot is prohibited unless permission is given by the terminal. Nothing in this requirement shall prevent the Master from taking such action deemed necessary and prudent, in the ordinary practice of good seamanship, for the safety of the vessel or crew.

### 1.17 BERTH EVACUATION ROUTE



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### 1.18 EMERGENCY CONDITION

- In emergency case, for ship safety and rescuing people from the water, Harbor Master can order all ship and boat in PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning and Integrated Terminal Tanjung Buton to give first aid.
- In emergency case, ship captain can unmooring the ship with Harbor Master permit.
- In emergency case, ship captain must informed PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning and Integrated Terminal Tanjung Buton operation room and pilot station at channel 09 or 12.
- In emergency case, all ship and boat in PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning and Integrated Terminal Tanjung Buton must follow order from PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning and Integrated Terminal Tanjung Buton Operation room.

### 1.19 PRE-ARRIVAL INFORMATION

Following pre-arrival information need to be be communicated to Terminal :

1. ETA on daily basis, 72 hrs, 48hrs, 24 hrs, and 6hrs before arrival
2. Validity and copy of Pertamina Safety Approval (PSA)
3. Quantity of cargo (if applicable)
4. Pre-Arrival Notification
5. IMO crew list.
6. Other important information for terminal.

The required information shall be sent to the following :

Pertamina Trans Kontinental, Marine Operation Region I email address : [marine.spkagency@pertamina.com](mailto:marine.spkagency@pertamina.com) or [ptkspakning@gmail.com](mailto:ptkspakning@gmail.com) .

| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
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## SECTION II

### OPERATIONAL INFORMATION

#### 2.1 WIND LIMITS

Berthing maneuvers should normally not be conducted in winds in excess of 20 knots. Unberthing maneuvers should normally not be conducted in winds in excess of 30 knots. Once berthed, if storm winds in excess of 35 knots are forecast, Master shall make arrangements for departure in advance of storm arrival to permit safe movement. In any event, all maneuvers shall be based on mutual agreement of the Master and Harbour Pilot, subject to assessment of the effect of current and weather on the ability to conduct safe ship handling.

PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning's maximum safe-operation wind limit is below 20 knot. Wind limit will be expressed as a sustained wind blowing for an average of 30 seconds or longer. When the wind limit is reached, cargo transfer shall stop, and all transfer equipment shall be drained and disconnected, if safe to do so. After evaluation of weather forecast, consideration should also be given to whether deploying additional mooring lines or arranging for a standby tug is warranted.

|                                             |           |
|---------------------------------------------|-----------|
| Maximum wind for stop cargo operation       | : 25 knot |
| Maximum wind for disconnect cargo hose / LA | : 30 knot |
| Maximum wind for unberthed                  | : 35 knot |

#### 2.2 ELECTRICAL STORMS

When an electrical storm is in the vicinity, all cargo discharge or loading operations will be ceased. All compartment hatches and loading headers will be closed. The vessel and terminal will remain in this inactive state until the electrical storm has moved out of the area.

#### 2.3 PERSONAL PROTECTIVE EQUIPMENT (PPE)

Contractors are required to follow the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning policy while on the berth. While onboarding their vessel, the crews are allowed to follow their own company policies. The PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning policy requires the following:

- Hard Hat (safety helmet)
- Safety Shoes
- Coverall
- Life Vest
- Eye Protector

#### 2.4 TERMINAL CONTACT INFORMATION

For mailing or contact information, please refer to the following:

| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------|---|
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1. **Port Operator**  
**Pertamina Port & Logistics**  
Marine Operation : Marine.spkagency@pertamina.com  
Telp. 0234-5255171  
Port Facility Security Officer : Siswanto  
0765 44 4271 / +6281371591319
2. **PT Kilang Pertamina Internasional RU II Production Sungai Pakning**  
Manager Production : Ririanti Safrida  
Telp. 0765 44 4201 / +6281268488910  
Fire Station : 0765 44 4322 / +6285766235730
3. **Port Quarantine Health** : Klinik Pratama Pertamina Sungai Pakning;  
Jl. Cendana No 1 Komplek Pertamina  
Sungai Pakning  
Telp. 085351544082  
Ext 0765 44 4111/4112/4113
4. **KSOP/KUPP** : KSOP Kelas II Tanjung Buton Jl. Yos  
Sudarso No.1, Sungai Pakning, Kec. Bukit  
Batu, Kabupaten Bengkalis, Riau 28761  
Telp. 0766 (91014)
5. **Customs** : KPPBC Bengkalis; Jl. Syahbandar No.02,  
Bengkalis Kota, Kec. Bengkalis, Kabupaten  
Bengkalis, Riau 28713  
Telp. 0766-23030
6. **Immigration** : Kantor Imigrasi Kelas II TPI Bengkalis; Jl.  
Ahmad Yani No.4, Bengkalis Kota, Kec.  
Bengkalis, Kabupaten Bengkalis, Riau 28713  
Telp. 0813-78838654
7. **Maritime Police** : Ditpolairud Polda Riau; Jl. Prambanan,  
Simpang Empat, Kec. Pekanbaru Kota, Kota  
Pekanbaru, Riau  
Telp. (0761) 859977

You can go to the nearest Jetty Post to have access for an internal telephone call. All correspondence regarding the management and operations of the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning should be directed to the Terminal Supervisor.

## 2.5 OFFICIAL LANGUAGE

The official language of the terminal is English for foreign ship and Bahasa Indonesia for Indonesian flag ships. All vessels must have personnel on duty at all times who can communicate in and understand either English or Bahasa Indonesia with the Terminal personnel.

## 2.6 COMMUNICATIONS

During the pre-transfer conference, a handheld UHF terminal radio set to Channel 09 will be issued to the PIC of the ship/barge. Terminal operations personnel will have similar radios monitoring the same channel. The following will be required of the vessel:

- The radio will be always kept on and in the possession of a person who understands and speaks either English or Bahasa Indonesia.
- If the radio fails, the secondary means of communication shall be agreed before cargo operations start (i.e. telephone, other VHF Channels or sound signals)

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Radio checks must be conducted every hour to ensure communications are working.

## 2.7 RESPONSIBILITY OF OWNER AND MASTER

The owner and/or the operator of the vessel, as well as the Master of each vessel using the terminal facilities, is responsible for the condition of that vessel, and the Master shall be responsible for the safe and business-like conduct of personnel and operations onboard the vessel while alongside our terminal.

The terminal takes no responsibility for the condition of any vessel alongside the terminal, nor does the terminal take any responsibility for the safe conduct of operations onboard the vessel. At a minimum, all procedures used by the vessel must conform to the latest editions of the International Safety Guide of Oil Tankers and Terminals (ISGOTT) and Mooring Equipment Guidelines (MEG) as well as all applicable international, national, and regional regulations.

## 2.8 VESSEL COMPLIANCE AND TERMINAL SAFETY INSPECTION

All ships and barges loading or unloading at the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning must comply with all state, and local laws, as well as Pertamina regulations and policies.

If the vessel is boarded by Pertamina Marine Terminal Safety Inspector and does not pass inspection or is found to be unfit to transfer product, the vessel may be asked to leave this port. This also applies to all other government agency regulations such as Customs; PSC; and Immigrations. The terminal also reserves the right to cease operations and ask the vessel to leave the berth if any safety or compliance issues are noted.

## 2.9 PRE-TRANSFER CONFERENCE

Before the transfer of any cargo, a conference will be conducted between the vessel PIC and Loading Master as the terminal PIC. The purpose of the conference is to ensure that the vessel and the terminal are fully informed and advised of the entire transfer plan and that all security and safety requirements are in place.

During the conference, the following will be discussed:

- Product and amounts to be transferred.
- Cargo load/discharge plan. - Rates and pressure requirements.
- Any usual safety or security requirements
- Communications system for transfer operations and signal for emergency stop.
- Inert Gas System operation
- Venting method.
- Cargo characteristic.
- Restrictions for transfer operations both shore and ship.
- Applicable security security Level.
- Readiness of the main engine.
- De-ballasting only allowed with the permit from terminal for condition ballast exchange has been done before alongside in PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning Terminal.

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## 2.10 SHIP/SHORE SAFETY CHECK LIST

A Ship/Shore safety check list must also be completed between Ships to meet the requirements of ISGOTT. This is to be completed in conjunction with a ship's officer by the Marine Terminal Safety Inspector.

## 2.11 SAFETY LETTER TO MASTER

Dear Captain,

Responsibility for the safe conduct of operations while your ship is at this terminal rests jointly with you, as Master of the ship, and with the responsible Terminal Representative, we wish, therefore, before operations start, to seek your full cooperation and understanding on safety requirements set out in the ship/shore Safety Check list, which are based on safe practices that are widely accepted by the oil and tanker industries.

We expect you, and all under your command, to adhere strictly to these requirements throughout your ship's stay alongside this terminal and we for our part, will ensure that our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations.

Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the terminal staff, where appropriate together with a Responsible Officer, will make a routine inspection of your ship to ensure that elements addressed within the scope of Ship/Shore Safety Check-List are being managed in an acceptable manner. Where corrective action is needed, we will not agree to operations commencing or, should they have been started, we will require them to be stopped.

Similarly, if you consider that safety is being endangered by any action on the part of our staff or by any equipment under our control, you should demand immediate cessation of operations.

**There can be no compromise with safety**

## 2.12 GANGWAYS AND LADDERS

Ships or Barges calling at PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning should liaise with the Terminal personnel which gangway/ladder shall be used, depending on landing configuration. Gangways shall properly be rigged and landed safely onto the berth with handrails. The use of a safety net is mandatory.

## 2.13 TERMINAL SMOKING REGULATIONS

Smoking is not allowed except in a designated place.

## 2.14 HEALTH AND ENVIRONMENTAL HAZARDS ASSOCIATED WITH CARGO

Vessels should have an available-on-request a SDS (Safety Data Sheet) for the cargoes being transferred. Information on any toxic substances in the cargo should be highlighted during the pre-transfer conference to enable the adoption of proper precautions, if needed, to minimize the impact on personnel.

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## 2.15 CARGO TRANSFER

Cargo transfer operations shall always comply with the ISGOTT recommendation. Deviation from these requirements shall be discussed with and approved by terminal. During the handling of volatile petroleum and the loading of non-volatile petroleum into tanks containing hydrocarbon vapour, and while ballasting after the discharge of volatile cargo, all cargo tank lids should be closed and secured. Closed Oil cargo transfer is required throughout the operations.

Cargo tank lids or coamings should be clearly marked with the number and location (port, centre or starboard) of the tank they serve. Vessel shall refer to berth information on previous pages to see the connection used, rate of loading and discharge working pressure for each grade. Before arriving at PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning, all equipment on the vessel to be used for mooring, cargo handling, and fire protection should be inspected and confirmed safe for use.

It is the shipping company's responsibility to contact the terminal, either direct or through an agent, should the vessel be in non-compliance with any State, or local laws, rules or regulations, or with any part of this manual. The shipping company must ensure that any conflict is resolved before the vessel's arrival at the terminal.

## 2.16 PERSON IN CHARGE (PIC)

Both the terminal and the vessel must have a trained, qualified, and designated PIC on duty at all times.

Terminal requires at least one senior officer from each department to stay onboard throughout the operation.

## 2.17 REQUIREMENTS DURING TRANSFER

PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning requires the following during the transfer:

- The vessel will have watchmen on the deck and in line of view of the transfer piping, hoses and manifold at all times.
- Moorings must be tended conscientiously and kept taut at all times.
- If the vessel experiences excessive movement away from the berth or in either direction along the berth, all cargo transfer operations shall be stopped, and manifold valves closed. Operations will not be resumed until the mooring situation has been corrected.
- Transfer hoses or loading arms must be checked periodically for leaks, kinking, and proper positioning with the up and down movement of the vessel.
- The waters around the vessel will be checked periodically for any evidence of spilled product.
- Cargo transfer (loading/discharging) shall be started with minimum rate or pressure possible. Ship and shore staff shall check their installation for leaks and other harmful conditions.
- Rate/pressure of cargo transfer shall be increased gradually until maximum

## 2.18 DANGEROUS CARGO SIGNAL

The vessel should display a red warning light by night and a red "B" flag by day to advise passing traffic that the vessel has dangerous cargo on board.

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## 2.19 VESSEL-TO-SHORE VOLUME COMPARISONS

Vessels, either loading or discharge, will conduct periodic volume and flow rate comparisons with the terminal. Frequency and timing of these comparisons will be discussed and agreed upon during the pre-transfer conference. If there is a difference greater than 0,3%, the transfer will be stopped until the difference is reconciled.

## 2.20 TANK CLEANING/TANK ENTRY

Tank cleaning is not allowed at any time the vessel is alongside PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning. Any tank entry must be pre-approved by the terminal.

## 2.21 SHIP READINESS

In case of emergency, the ship must be able to move under its own power at short notice. Any repairs or other that requires immobilization are not permitted while alongside the berth. Should immobilization be necessary, written application, giving nature of repairs and the duration, should be made to the shift controller at least 24 hours before arrival. Whether permission is granted or not will depend on the prevailing situation at time of berthing and at time of berthing and discretion of the shift controller.

## 2.22 DECK WATCH

Operation should be under constant control. Vessels are to have on board at least one Senior Deck Officer (Master or Chief Officer) and one Senior Engineer (Chief or Second). In addition, sufficient officer/crew should be retained on board to cope with any emergency.

All personnels should be familiar with the danger of the product handled. The handling of cargo must be supervised by a responsible ship's Officer.

Ship's personnel must be allowed to take change of cargo operation or tanker activities when they are intoxicated state or under influence of drugs.

## 2.23 ACCUMULATON OF GOODS

N/A.

## 2.24 TRANSPORTATION

Ro-ro Terminal – District Bengkalis.

## 2.25 HOSPITAL/CLINIC

Clinic PT Kilang Pertamina Internasional Refinery Unit II Terminal Sungai Pakning.

## 2.26 SHIP CANDLER

N/A.

## 2.27 SCUPPERS, DRIPS TRAYS, UNUSED CONNECTIONS AND OVERBOARD DISCHARGE VALVE

All deck scuppers should be effectively plugged. Accumulation of water should be drained off periodically. Where LPG is being handled, the scupper may be kept open, if fire main pressure available in the vicinity of the manifold. The ship should be provided with fixed drip trays.

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On unused cargo and bunker connections, blank flanges should be fully bolted.  
Sea and overboard discharge valve when hydraulic valve, some means of notable indication be used to ensure that the valves remained closed.

## 2.28 TANK HATCHES

Tank hatch must remain shut except when required for tank entry or gas freeing. When tank entry is permitted, the condition stipulated in the agreed tank entry permit be strictly followed and ship/ shore manifold hoses/ Arm must not be connected. Ullaging and sampling points may be fitted with suitable flame screens.

## 2.29 TANK VENTING

Pressure/vacuum relief valve setting and associated vent system should be checked before operations. During cargo operations, the pressure/relieve valve or other approved venting system must be set in the operational mode as specified in the manufacture manual. Ships carrying low flash cargo (flash point less than 60°C closed cup method) and all vessels fitted with closed ullaging, and an-approved venting system are to practice close loading/ discharging, unless otherwise agreed.

Ships using inert gas must ensure that they follow their inert gas manual. If any part of the inert gas system should become defective, then cargo operations must be stopped immediately.

## 2.30 CATHODIC PROTECTION

As the pier and jetties are equipped with cathodic protection, large currents can flow in electrically conducting path between ship and shore, namely mooring wires or loading arms. These connections should be insulated to avoid exhausting the pier cathodic protection system by added load of the ship's hull. Otherwise, the pier would lose its corrosion resistance. Moreover, there is a very real danger of an incendive arc when the ensuing large current is suddenly interrupted during the connecting or disconnecting of the wire on the bitts or the loading arm at the manifold. To block the current through the loading arm, an insulating flange is inserted within the length of the loading arms/hose, and fibre tails must be connected to the end of the wires. Ships to shore bonding cables are, therefore, not required.

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## SECTION III

### SAFETY AND SECURITY INFORMATION

#### 3.1 EMERGENCY DEPARTURE

During an emergency at PT Kilang Pertamina Internasional Unit II Sungai Pakning, a vessel may be required to leave the berth on short notice. Masters will ensure that the vessel is ready at all times to sail on short notice after cargo hoses are disconnected. Immobilization of vessel during berthing PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning is strictly prohibited.

#### 3.2 FIRE AND SAFETY

##### 3.2.1 EMERGENCY EQUIPMENT

Vessels must maintain all emergency equipment. The equipment must be inspected and maintained in a safe, ready-to-use condition at all times. All ship's crew must be trained in the use of this equipment. The terminal is equipped with oil response equipment and team to deal with pollution.

##### 3.2.2 TERMINAL FIRE SYSTEM

The fire and evacuation alarm signal, in case of fire within area of terminal, is including tanker berths consists of a loud, prolonged 3 minutes siren. Firefighting at PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning is done by the PT Kilang Pertamina Refinery Unit II Fire Brigade.

There are fire extinguishers located at the berths. These include wheeled units, as well as handled extinguishers.

There are fire water and foam hydrants along the jetty trestle.

##### 3.2.3 FIRE AND SMOKING SAFETY NOTICES

Warning noticed are to be posted on the vessel for the following:

- Visitor restrictions.
- Mobile phone and other electronics equipment must be switched off.
- No open lights, matches, or lighters.
- Smoking restriction and designated areas.
- No hot work during berthing.

#### 3.3 EMERGENCY STOP

An emergency is considered to have arisen when any of the following occur:

- Oil is released on the deck when berthing.
- Oil is released into the water.
- Failure of means of communications; primary and secondary.
- Fire occurs on the vessel, berth, or anywhere in the jetties area.
- Any other major incident that seriously affects safety of the vessel or the jetties.

As soon as an emergency is declared over the radio or continuous prolonged whistle/general alarm sound where each blast shall not be less than 60 seconds, the vessel should immediately cease all transfer operations, secure the deck, and stand by

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to drain and disconnect all hoses. Resumption of the transfer will begin only with the agreement between vessel and jetties.

### 3.4 TERMINAL SECURITY

Access to PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning is strictly limited to its personnel, vessel crews, pre-approved maintenance or store contractors, government agencies, ship's agents, and cargo inspectors. Any other visitors must be first approved by Security Section of Pertamina Refinery Unit II Dumai. Listed below are the requirements for entrance to the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning.

1. Contactor list and visitor list must be faxed to terminal 24 hrs before arrival of the vessel.
2. Contactors and visitors must have picture ID.
3. Visitors must be willing to submit to a search of their vehicles by security personnel before entry to the Refinery areas.
4. All PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning rules and regulations concerning safety must be adhered to by personnel entering the marine dock area.
5. Security procedures for PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning at the varying Security Levels are in PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning Security Plan. If the Security Level is raised from 1 to a higher level, the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning Facility Security Officer will notify all customers doing business at the terminal of the increased level and any additional security procedures. The current Security Level will be displayed on the jetties.

Unless specifically informed by PFSO, terminal is operating security level 1.

### 3.5 VESSEL/FACILITY SECURITY INTERFACE

After the arrival and berthing of the vessel, required security procedures will be discussed before any other action is taken. The discussion will include the current Security Level Declaration of Security and any other security measures deemed necessary by the vessel of terminal.

### 3.6 TAKING PHOTOGRAPHS

Taking photograph is not allowed without a permit from Security RU II Sungai Pakning.

### 3.7 WEATHER FORECASTS

Vessels should maintain a weather watch and monitor forecasts. Any weather alerts received by the terminal will be passed on to the vessel.

### 3.8 ELECTRICAL EQUIPMENT

Any electrical equipment powered by generators, fixed power sources, or batteries that are not classified as intrinsically safe are not allowed to be used while at PT Kilang Pertamina Internasional TUKS Refinery Unit II Pakning. This includes radios, pagers, cell phones, portable lighting, or any other equipment that is electrical but not approved for use in hazardous areas.

| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------|---|
| Oil & Gas Terminal<br>-----                                                                                                                            | Marine Terminal<br>Information Booklet | Issued  | - |
|                                                                                                                                                        |                                        | Revised | - |

### 3.9 SHORE LEAVE

Shore leave is permitted at PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning with following restriction:

- Passing through refinery area is prohibited. Terminal provides shuttle bus for shore leave crew from jetty to front gate by request of agent.
- Shore leave crew shall at least wear long sleeve shirt, safety helmet and safety shoes.
- Obey all safety rules and signs within refinery areas.
- Do not smoke within refinery areas and offices.
- Do not touch the refinery operational equipment.
- Switch off hand phone and other electronic devices.
- Report all incidents to the nearest refinery office or staff.
- No photograph
- No firearms, cold steels, matches, lighters and other destructive weapon.
- Do not incite fighting and no horseplay.
- No drugs, narcotics, alcohol and other intoxicated substances.
- In case of emergency, please muster to the Assembly Point which is marked with initial "A". The Assembly Points are located at premises of Operation & Manufacturing office, HSE Office and Batu Port.
- Emergency Signal within the refinery is prolonged siren frequency 4 x 30 seconds.

Vessel shall maintain at all times sufficient crew not less than 50% of ship's complement onboard to deal with emergency.

### 3.10 ISPS CODE

- That the security system and associated security equipment of the ship has been verified in accordance with section 19.1 of part A of the ISPS Code.
- That the verification shows that the security system and any associated security equipment of the ship is in all respect satisfactory and that the ship complies with the applicable requirements of chapter XI-2 of the convention and part A of the ISPS Code.

| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------|---|
| Oil & Gas Terminal<br>-----                                                                                                                            | Marine Terminal<br>Information Booklet | Issued  | - |
|                                                                                                                                                        |                                        | Revised | - |

## SECTION IV

### ENVIRONMENTAL INFORMATION

#### 4.1 GENERAL POLICY

1. The release of oil or oil-containing mixtures into the sea is strictly forbidden.
2. No discharge into the sea shall contain chemicals or other substances, which are hazardous to the marine environment. This specifically includes oil dispersants and allied chemicals.
3. Dumping of domestic waste or any hazardous materials into the sea is strictly prohibited.
4. No gas freeing or tank washing shall be carried out at berth/port
5. No dirty ballast to be discharged.

#### 4.2 PRODUCT CONTAINMENT

##### 4.2.1 JETTY

PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning has a cement containment area encompassing the manifold platform and containment trays at the receipt headers.

##### 4.2.2 VESSEL

Vessels must plug all scuppers and drains before transfer to prevent any drippings or spills from draining to the river. Vessels must have sufficient means of draining, pumping, or cleaning up any oil on the deck.

#### 4.3 POLLUTION RESPONSE

In accordance with federal and state-mandated oil spill response measures, the terminal is equipped with containment boom and other spill response equipment, which can be readily deployed in the case of an oil spill. Response vessels, as required, will be provided by Terminal.

Any vessel being moored at the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning is required to have and maintain all pollution control equipment for use in case of an oil spill.

##### 4.3.1 POLLUTION REPORTING PROCEDURES

In the event of any oil spill into the water, Vessel must inform PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning. If a spill is from the vessel, terminal personnel will assist with notifications and response.

**Important:** In the event of an incident—spills to deck or water, groundings, collisions, allusions, fires, explosions, loss of propulsion or steering, fatalities or serious injuries (emergency evacuations from the vessel or man overboard), or any incident that results (or may result) in media coverage—immediately call the Terminal Supervisor in channel 09.

| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------|---|
| Oil & Gas Terminal<br>-----                                                                                                                            | Marine Terminal<br>Information Booklet | Issued  | - |
|                                                                                                                                                        |                                        | Revised | - |

Upon calling the Terminal Supervisor, you will be asked some basic questions about the vessel and nature of the incident. You will be required to provide a contact name and number for further detail. A written summary of the incident and a summary of the investigation report, including corrective action(s) planned, shall be submitted within 30 days of the event directly to PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning.

#### **4.3.2 ACTION TAKEN IN THE EVENT OF OIL SPILL**

- The following actions will be taken in the event of a spill.
- Shut down all transfer operations.
- Notify terminal/vessel/agent personnel immediately.
- Start management, response, and agency notifications.
- Initiate a site safety plan.
- Start documentation of actions taken.
- Obtain PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning approval before restarting the transfer.

#### **4.4 GARBAGE RECEPTION**

There are no garbage reception facilities within PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning.

#### **4.5 RECEPTION FACILITY**

N/A

#### **4.6 BALLASTING DAN DEBALLASTING**

Deballasting from outside of Indonesian seas is prohibited. Clean ballast is allowable.

| PT Kilang Pertamina Internasional – Terminal Untuk Kepentingan Sendiri PT Kilang<br>Pertamina Internasional Refinery Unit II Production Sungai Pakning |                                        |         |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------|---|
| Oil & Gas Terminal<br>-----                                                                                                                            | Marine Terminal<br>Information Booklet | Issued  | - |
|                                                                                                                                                        |                                        | Revised | - |

## SECTION V

### MISCELLANEOUS INFORMATION AND REQUIREMENTS

#### 5.1 DRUGS, ALCOHOL, AND FIREARMS POLICY

No alcohol or illegal drugs are allowed to enter the terminal. Crew members under the influence of drugs or alcohol will be detained at the berth office and their company notified. Reasonable cause for detaining crew members is speech, manner, behavior, and/or general appearance that may indicate that an individual is under the influence of drugs or alcohol. If a crew member is detained for reasonable cause, the shipping company must have the person tested for drugs and alcohol and cleared before entry to the terminal will be granted.

Firearms of any kind are not allowed on refineries and terminal's property, except for those carried by authorized law enforcement officers.

Vessels and barge companies doing business at the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning must have an alcohol and drug policy that meets or exceeds the standard as described in "The Oil Companies International Marine Forum Guidelines for the Control of Drugs and Alcohol on board Vessels" (OCIMF Guidelines)

#### 5.2 REPAIR WORK PERMISSION

Repairs that involve hot work are not allowed at any time the vessel is alongside the PT Kilang Pertamina Internasional TUKS Refinery Unit II Sungai Pakning. Any repairs or maintenance not requiring hot work must be pre-approved by the terminal. A list of any additional personnel and parts required to complete the repairs must be supplied to the terminal before their arrival.

#### 5.3 LOADING PROVISIONS AND STORES

Prohibited for loading provisions and stores as alongside at the jetty. Loading provisions and stores available at anchorage area.

#### 5.4 OTHER CRAFT ALONGSIDE

No craft is authorized to berthing or remain alongside a vessel while handling hazardous cargo without permission from the terminal. The operator of the craft must be fully aware of all safety rules and regulations applying to the vessel/terminal and must comply.

#### 5.5 BUNKERING/FUELING

Berth DP 1, 3, 5, and 6 are equipped with bunker facilities. Please contact your agent for bunkering.

#### 5.6 FRESH WATER

N/A