

Terminal Safety Information Booklet



PT Kilang Pertamina Internasional Terminal Khusus Refinery Unit VI Balongan			
Oil & Gas Terminal Balongan	Terminal Safety Information Booklet	Issued	-
		Revised	-



PT Kilang Pertamina Internasional Terminal Khusus Refinery Unit VI Balongan

**Jalan Raya Balongan KM 9
Indramayu, 45217**

PT KILANG PERTAMINA INTERNASIONAL REFINERY UNIT VI BALONGAN TERMINAL INFORMATION ON FACILITY, SAFETY, SECURITY AND POLLUTION PREVENTION REGULATION

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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 Terminal Khusus Refinery Unit VI Balongan. This booklet contains information that is applicable to the PT Kilang Pertamina Internasional Terminal Khusus Refinery Unit VI Balongan 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.

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SECTION I

TERMINAL INFORMATION

1.1 POSITION

Name : PT Kilang Pertamina Internasional – Terminal Khusus (Tersus)
 Refinery Unit VI Balongan
 Owner : PT Kilang Pertamina Internasional
 Operator : PT Pertamina Port & Logistics – Port Balongan
 Address : Jalan Raya Balongan KM 9
 Town : Indramayu
 State : Jawa Barat
 Zip : 45217
 Phone : (0234) 525-5171

1.2 BERTH DESCRIPTION

PT Kilang Pertamina Internasional Terminal Khusus (Tersus) Refinery Unit VI Balongan is a private terminal owned by PT Kilang Pertamina Internasional operated by Pertamina Port & Logistics. PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan has Four Berths which are capable of loading and discharge ships. PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan has three Jetty and four Single Point Mooring (SPM) with tonnage capacity 17.500 DWT, 35.000 DWT, 150.000 DWT, and 165.000 DWT.

1.3 ANCHOR REFERENCE

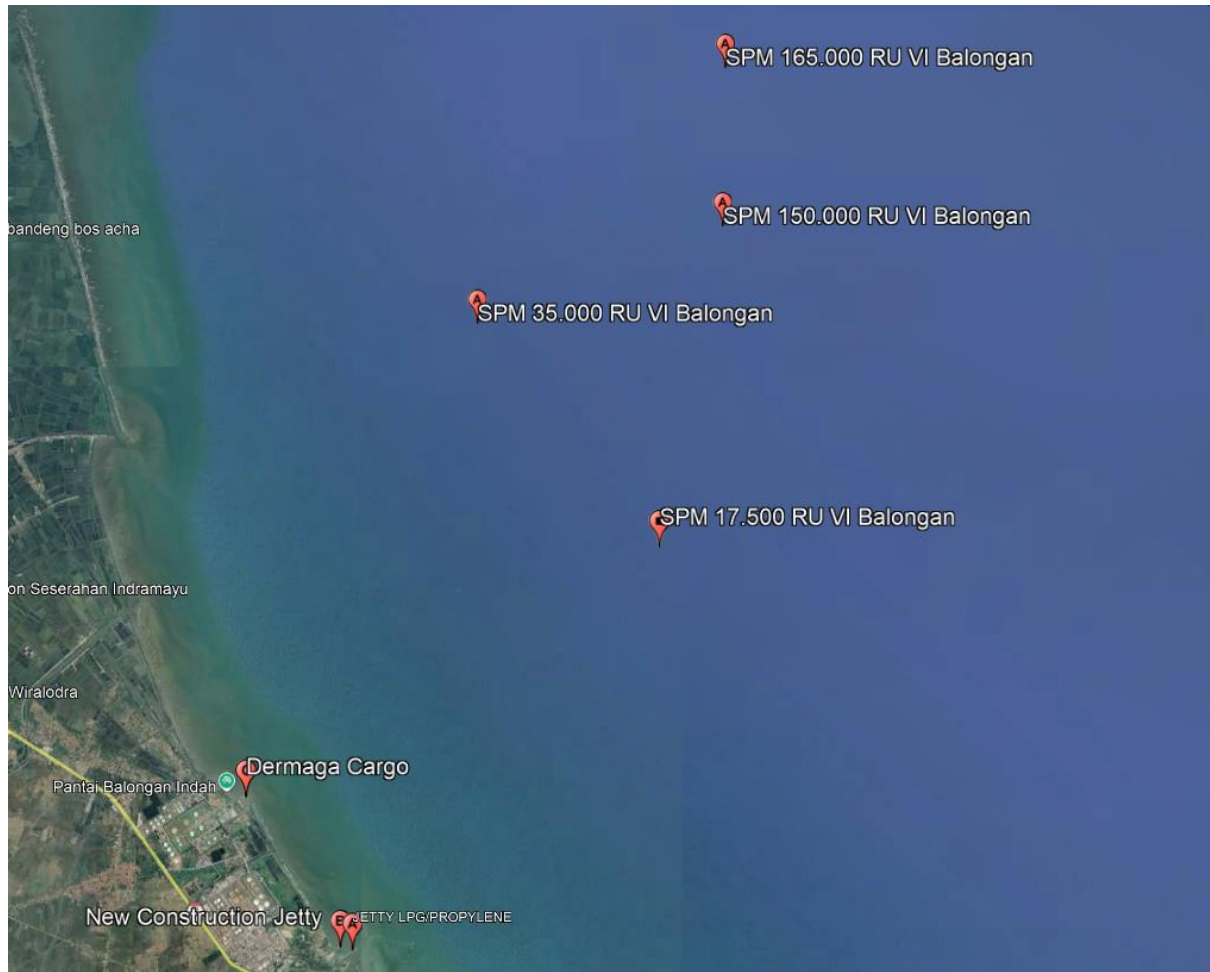
Reference:
 “Prosedur Tetap Pelayanan Pemanduan dan Penundaan Kapal di Wilayah Perairan Terminal Khusus PT Pertamina (Persero) Balongan di Perairan Wajib Pandu Kelas I Pelabuhan Indramayu Provinsi Jawa Barat”.

1.4 SEA MAP

PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan refer sea map Indonesia No. 79 and No. 88 and British Admiralty Chart No. 1066 & 1653A.

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1.5 CITRA SATELITE



Sumber: Google Earth, Imagery Date 6/9/2023

1.6 LOCAL TIME ZONE

UTC/GMT +7 hours

1.7 SEABED TYPE

Sand and Mud

1.8 NAVIGATION HAZARDS

Ship to ran aground, channel crossing

1.9 MARINE NAVIGATION AIDS

24 units (attached on Appendix)

1.10 JETTY DATA¹

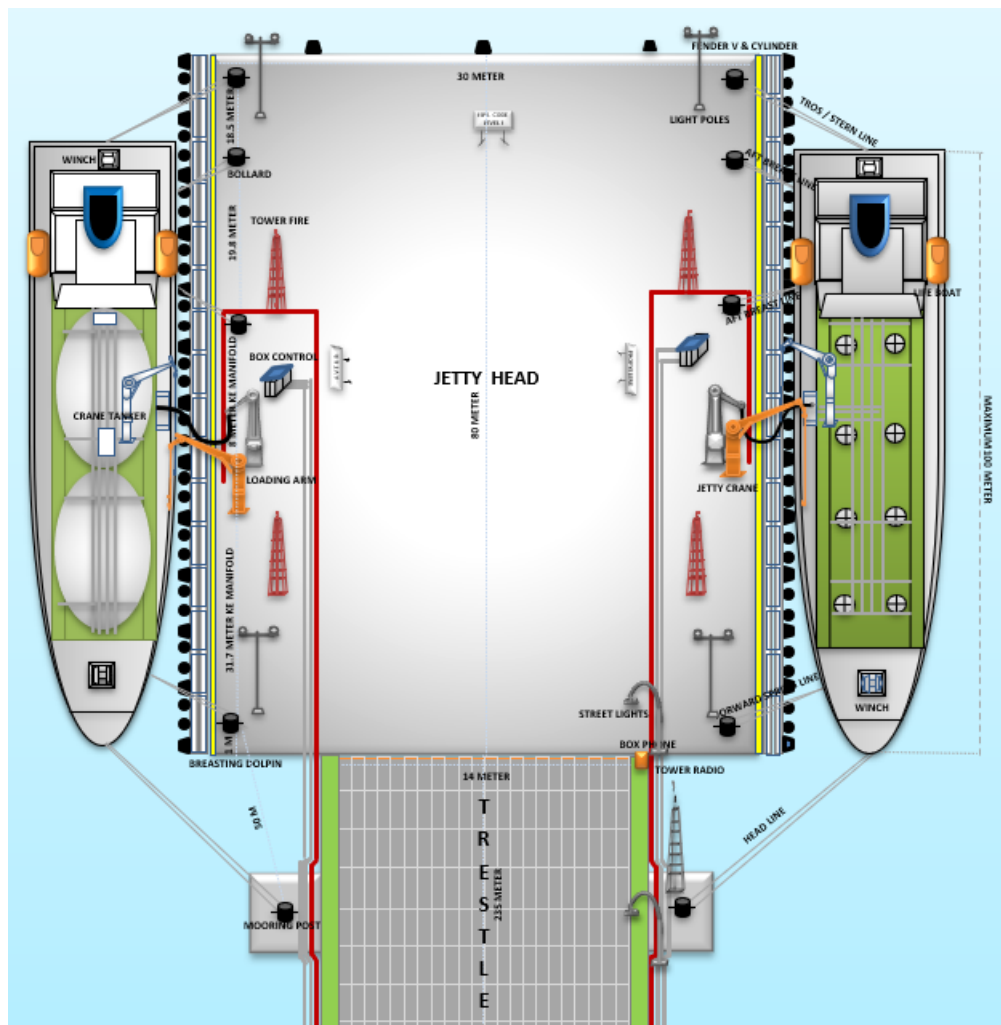
1.10.1 Dermaga Propylene

Type	: Jetty
Safe Draft	: -4,5 mLWS

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

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Min-Max DWT of ship	: Max. 6.500 DWT
Min-Max LOA	: Max. 100 Meters
Minimum Parallel Body Length	: 38 Meters
Max Height of Manifold from Water Line	: 6 meters
Geographic Position	: 06° 22' 54.33" LS/108° 24' 29.11" BT
	: 06° 22' 55.15" LS/108° 24' 29.60" BT
	: 06° 23' 00.22" LS/108° 24' 20.49" BT
	: 06° 22' 59.87" LS/108° 24' 20.29" BT
Jetty Head Elevation	: 2,3 – 3,54 meters
Jetty Head Length	: 130 m
Jetty Head Width	: 30 m
Length Trestle	: 202 meters
Picture & Mooring Arrangement	



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

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

No	Product	Hose / L.Arm	Rate		Pressure (Kg/Cm ²)
			Load	Disch	
1	Propylene	L. Arm 8"	120 MT	80 MT	Max. 16
2	Avtur	L. Arm 8"	300 KL/Hours	300 KL/Hours	Max. 6
3	LPG	L.Arm 8"	120 MT	100 MT	Max. 6

1.10.2 New Construction Jetty

Type	: Jetty
Safe Draft	: -1.5 mLWS
Min-Max DWT of ship	: Max 11.000 DWT
Min-Max LOA	: Max 85 Meters
Minimum Parallel Body Length	: 27 Meters
Geographic Position	: 06° 22' 53.55" LS/108° 24' 20.68" BT 06° 22' 52.96" LS/108° 24' 20.36" BT 06° 22' 54.52" LS/108° 24' 19.05" BT 06° 22' 53.93" LS/108° 24' 18.69" BT 06° 22' 55.24" LS/108° 24' 19.73" BT 06° 22' 52.98" LS/108° 24' 17.40" BT
Jetty Head Elevation	: 2 – 3 Meters
Jetty Head Length	: 58,9 m
Jetty Head Width	: 21 m

1.10.3 Dermaga Cargo

Type	: <i>Marginal</i>
Safe Draft	: -1,5 mLWS
Min-Max DWT of ship	: Max 3.500 DWT
Min-Max LOA	: Max 30 Meters
Geographic Position	: 06° 21' 33.02" LS/108° 23' 29.58" BT 06° 21' 33.86" LS/108° 23' 29.03" BT 06° 21' 32.99" LS/108° 23' 27.71" BT 06° 21' 32.17" LS/108° 23' 29.04" BT
Jetty Head Length	: 180 meters
Jetty Head Width	: 180 meters

1.11 SPM DATA²

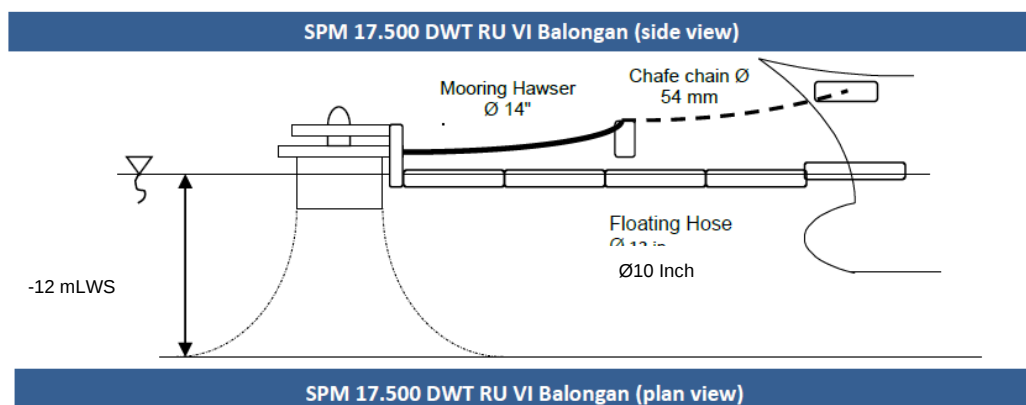
1.11.1 SPM 17.500 DWT

Type	: Single Point Mooring
Safe Draft	: -12 mLWS
Free Board (mean sea level)	: About 10 meters
Min-Max DWT of ship	: 17.500 Metric Tonnes
Min-Max LOA	: 144 – 170 Metres
Minimum Capacity Crane	: 10 Ton

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

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Fairlead Size : 600 x 450 mm
 Length of Floating Hose : 210 meters
 Max Bow to Centre Manifold (BCM) : 118 meters
 Chain Stoper SWL : Min. 200 Ton
 Minimum UKC : 10% of static draft
 Operational hour : 24 hours berthing/unberthing with fine weather
 Max Waves for berthing/unberthing : 3 Meters (determined by Mooring Master)
 Max Wind for berthing/unberthing : 25 Knots (determined by Mooring Master)
 Geographic Position : 6°19'19.17" S, 108° 27' 12.97" E
 Chafe Chain : Tipe C
 Distance From Shore : 12 KM
 Picture & Mooring Arrangement



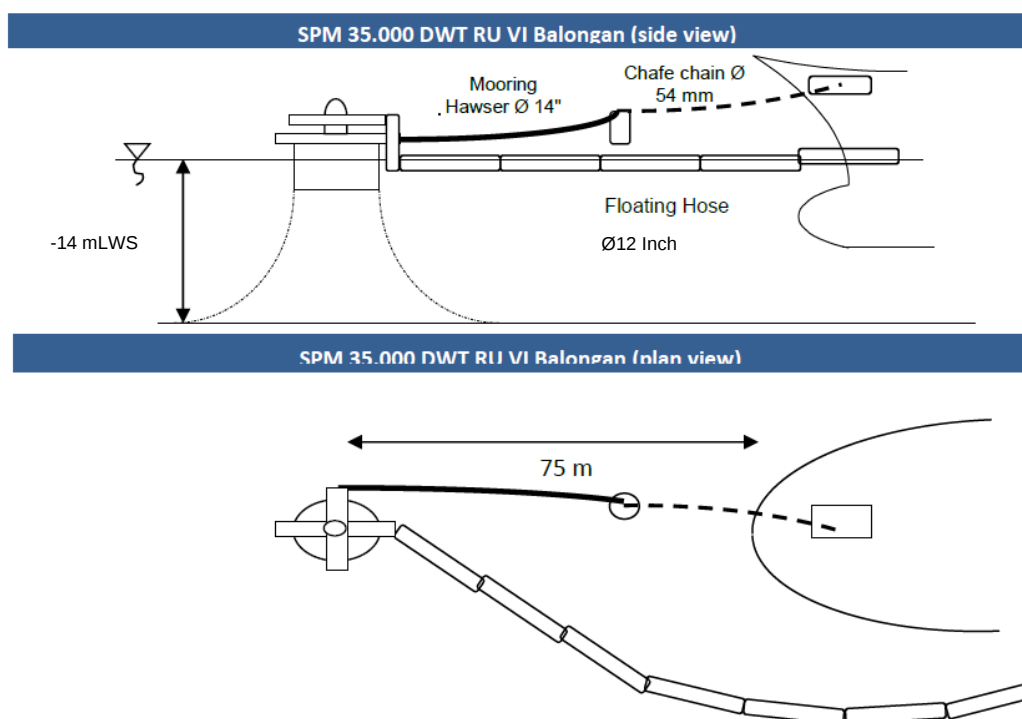
Under normal condition it is capable of handling the following product(s):

No	Product	Hose / L.Arm	Rate (KL/Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Pertamax	Hose 10"	550	550	Max. 5
2	Pertamax Turbo	Hose 10"	550	250	Max. 5
3	Pertadex	Hose 10"	550	550	Max. 5
4	Naphtha	Hose 10"	550	550	Max. 5
5	HOMC	Hose 10"	550	550	Max. 5
6	Solar	Hose 10"	550	550	Max. 5

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1.11.2 SPM 35.000 DWT

Type	: Single Point Mooring
Safe Draft	: -14 mLWS
Free Board (mean sea level)	: About 10 meters
Min-Max DWT of ship	: 17.500 – 35.000 Metric Tonnes
Min-Max LOA	: 144 – 200 Meters
Minimum Capacity Crane	: 10 Ton
Fairlead Size	: 600 x 450 mm
Length of Floating Hose	: 220.7 meters
Max Bow to Centre Manifold (BCM)	: 118 meters
Chain Stoper SWL	: Min. 200 Ton
Minimum UKC	: 10% of static draft
Operational hour	: 24 hours berthing/unberthing with fine weather
Max Waves for berthing/unberthing	: 3 Meters (determined by Mooring Master)
Max Wind for berthing/unberthing	: 25 Knots (determined by Mooring Master)
Geographic Position	: 06° 17' 09.99" LS/108° 25' 34.42" BT
Chafe Chain	: Tipe C
Distance from Shore	: 15 KM
Picture & Mooring Arrangement	



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

No	Product	Hose / L.Arm	Rate (KL/Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Naphtha	Hose 12"	900	900	Max. 6
2	HOMC	Hose 12"	900	900	Max. 6
3	Gasoline	Hose 12"	900	900	Max. 6

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1.11.3 SPM 150.000 DWT

Type	: Single Point Mooring
Safe Draft	: -22 mLWS
Free Board (mean sea level)	: About 16 meters
Min-Max DWT of ship	: 50.000 – 150.000 Metric Tonnes
Min-Max LOA	: Max 290 Meters
Minimum Capacity Crane	: 15 Ton
Fairlead Size	: 600 x 450 mm
Length of Floating Hose	: 262.5 meters x 2 String
Max Bow to Centre Manifold (BCM)	: 145 meters
Chain Stoper SWL	: Min. 200 Ton
Minimum UKC	: 10% of static draft
Operational hour	: 24 hours berthing/unberthing with fine weather
Max Waves for berthing/unberthing	: 3 Meters (determined by Mooring Master)
Max Wind for berthing/unberthing	: 25 Knots (determined by Mooring Master)
Geographic Position	: 06° 16' 17.67" LS/108° 27' 47.22" BT
Chafe Chain	: Tipe B
Status	: Idle

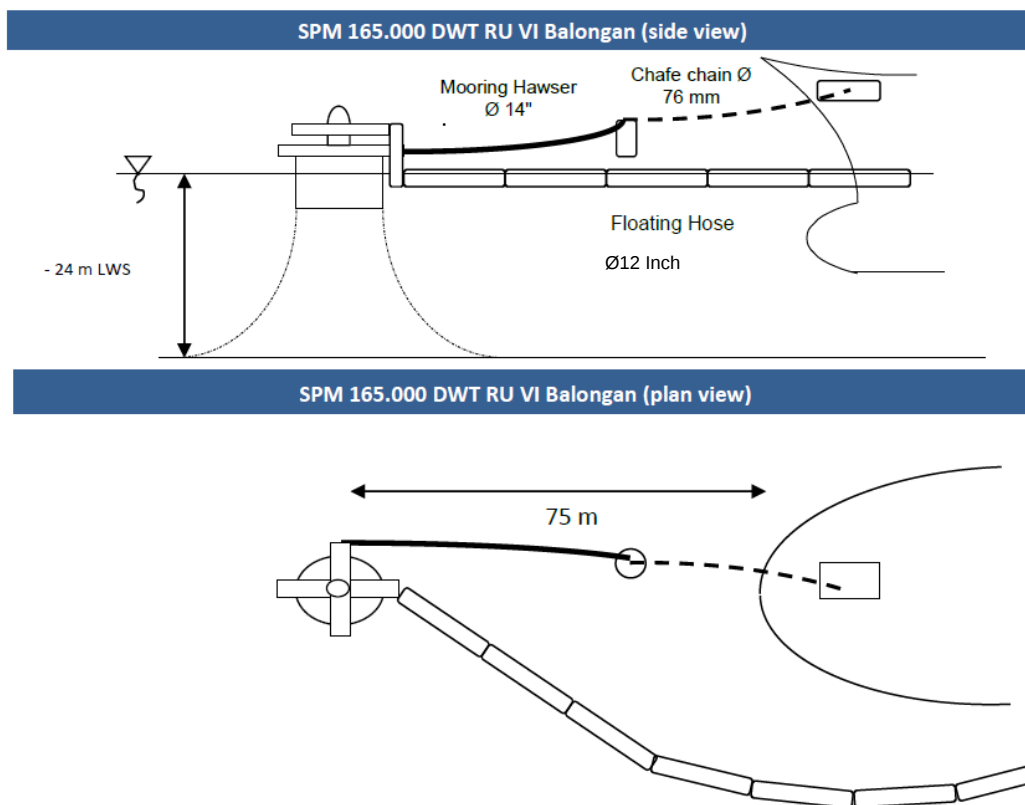
Under normal condition it is capable of handling the following product(s):

No	Product	Hose / L.Arm	Rate (KL/Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Crude Oil	Hose 12"	2000	3000	Max. 4.5
2	Decant Oil	Hose 12"	1800	-	Max. 4.5
3	LSWR	Hose 12"	1800	3000	Max. 12

1.11.4 SPM 165.000 DWT

Type	: Single Point Mooring
Safe Draft	: -24 mLWS
Free Board (mean sea level)	: About 16 meters
Min-Max DWT of ship	: 45.000 – 165.000 Metric Tonnes
Min-Max LOA	: 228 – 285 Meters
Minimum Capacity Crane	: 15 Ton
Fairlead Size	: 600 x 450 mm
Length of Floating Hose	: 266.7 meters
Max Bow to Centre Manifold (BCM)	: 145 meters
Chain Stopper SWL	: Min. 200 Ton
Minimum UKC	: 10% of static draft
Operational hour	: 24 hours berthing/unberthing with fine weather
Max Waves for berthing/unberthing	: 3 Meters (determined by Mooring Master)
Max Wind for berthing/unberthing	: 25 Knots (determined by Mooring Master)
Geographic Position	: 06° 14' 52.20" LS/108° 27' 48.65" BT
Chafe Chain	: Tipe B
Distance from Shore	: 18 KM
Picture & Mooring Arrangement	

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

No	Product	Hose / L.Arm	Rate (KL/Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Crude Oil	2 x Hose 12"	2000	3000	Max. 12
2	Decant Oil	2 x Hose 12"	1800	-	Max. 12
3	LSWR	2 x Hose 12"	1800	3000	Max. 12

1.12 CONTROLLING UKC (Under Keel Clearance)³

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

Restricted Waters, Port Approaching, Harbour – Transit (SBE)	10% water depth
While alongside	Breadth < 20 m = 0,3 m 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.

³ An update will be made if there are any changes, or user can contact Terminal for further information

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Reff: HSSEQ Circullar Pertamina Shipping No. 018/2016 Subject Revisison for UKC

1.13 SHIP TRANSIT THROUGH BAY

1.13.1 APPROACH AND ENTRY

Jetties and SPM are located at Tersus Balongan. Approach to jetties and SPM through channel, marked throughout by buoys and advised by Pilot.

1.13.2 WEATHER AND CLIMATE

Tidal

Mean High Water Spring : 0.39 mLWS
Mean High Water Level : 0.20 mLWS
Mean Low Water Level : -0.21 mLWS
Mean Low Water Spring : -0.44 mLWS
Chart Datum : 0.0 mLWS

Wind

Max. Speed : 0,41 – 17,5 knots

Temperature

Average : 25° - 35° C

1.13.3 ANCHORAGE AREA

Zona Pilot Boarding Ground for SPM

Position : 06°16' 17.67" S / 108° 27' 47.22" E
Draft : 30 meters

Zona Pilot Boarding Ground for Jetty

Position : 06°20' 00.00" S / 108° 26.55' 00.00" E
Draft : 12 meters

Zona Anchorage Area for SPM

Position : 06°15' 3.24" S / 108° 25' 27.48" E
Draft : 30 meters

Zona Anchorage Area for Jetty

Position : 06°22' 28" S / 108° 25' 50" E
Draft : 12 meters

Position Anchorage For Quarantine:

Position : 06°16' 17.67" S / 108° 27' 47.22" E

Reff: "Prosedur Tetap Pelayanan Pemanduan dan Penundaan Kapal di Wilayah Perairan Terminal Khusus PT Pertamina (Persero) Balongan di Perairan Wajib Pandu Kelas I Pelabuhan Indramayu Provinsi Jawa Barat".

1.13.4 PILOTAGE AND TUGS

Pilotages compulsory Vessel calling at PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan. Tugs are available and are normally stationed near the Jetties.

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1.14 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.

1.14.1 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	3	3	4	3	3
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

1.14.2 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.

1.14.3 EXCEEDING MINIMUM MOORING

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

1.14.4 WINCHES AND LINE HANDLING

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

1.15 PILOTAGE

Pilotages compulsory Vessel calling at PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan Radio must confirm their arrival time to Marine Operation Station at least 8 hours before arrival and 3 hours before departure. Vessel shall report to Balongan Marine Operation Station on VHF Ch 09 and Pertamina Pilotage Station on VHF Ch 12. There are coordinate for Pilot and Anchorage Area is 6°13'13" S, 108°27'00" E.

1.16 TUG REQUIREMENTS

Below table towage guidelines are intended to assist the terminal user to determine the number of tugs required for a vessel's movement within the port of Balongan.

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.

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1.17 BERTHING MANEUVERS

1.17.1 BERTHING MANEUVERS AT JETTY

Vessels need to approach the dock at an approximate angle of 6 degree. When making contact to the berth, the ship's speed should not exceed 0.139 m/s.

All vessels that will alongside to PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan will ensure that "Hand Steering" is used when approaching the jetty 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.

1.17.2 BERTHING MANEUVERS AT SPM

I. Preparation

In general, two hours before mooring, one tugboat and workboat have to ready at the SPM location to inspect the buoy and make sure that the cargo hose and mooring lines are stretching freely. Then the workboat suspends the floating hoses away from the direction of arrival of tankers approaching SPM. This is done with connect the tow line with the eye of the pickup buoy at the end of the hoses (hose string).

The end of the hose string is then pulled around slowly and the workboat away from the direction of the tanker, it is intended to keep so that the hose string is always free from the ship's propeller when it is carried out mooring operation. See figure 1.

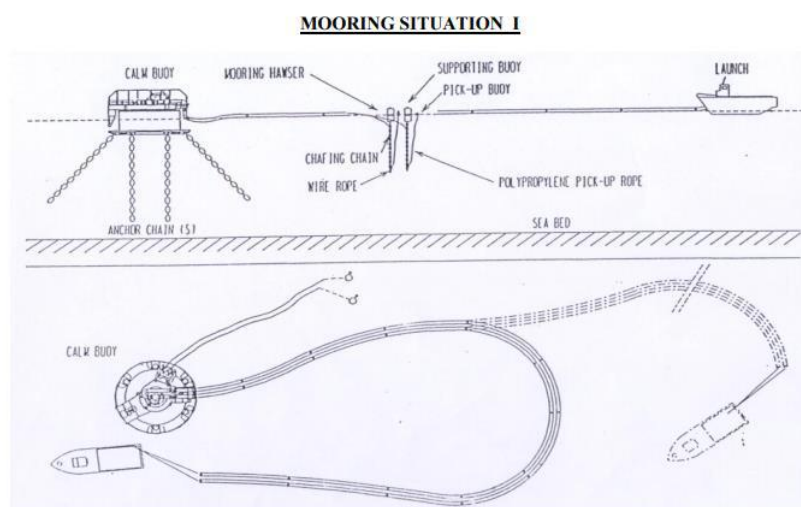


Figure 1 Preparation before berthing at SPM

II. Mooring Procedure

- 1) Once aboard the tanker, a Mooring Master takes command on the bridge, while his assistant is checking the mooring facilities on decks, manifolds, cranes and overseeing equipment/tool box transfers from tugboat to tanker carried out by mooring gang or tanker crew.
- 2) Basically tankers move closer to SPM with the following bow vector that is opposite to the combination of the forces produced by the strength of the wind, ocean currents and waves. This course is usually indicated by the direction of the series

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of floating hoses strings. While the tanker approaches the SPM, the workboat delays the hose string away from the bow of the tanker. Tanker approaching SPM with minimum speed and buoy always maintained on the starboard side of the ship's bow. This is meant so that the buoy is always visible from the bridge during mooring operations.

- 3) Within a suitable distance, the Mooring Launch moves closer to the tanker on leeward side of the tanker bow and pick up messenger lines that are extended by the tanker crew through fairleads. Next, the mooring launch carries the ship's messenger lines forward and connect it to the SPM pick-up rope after first remove the marker buoy. See figure 2.

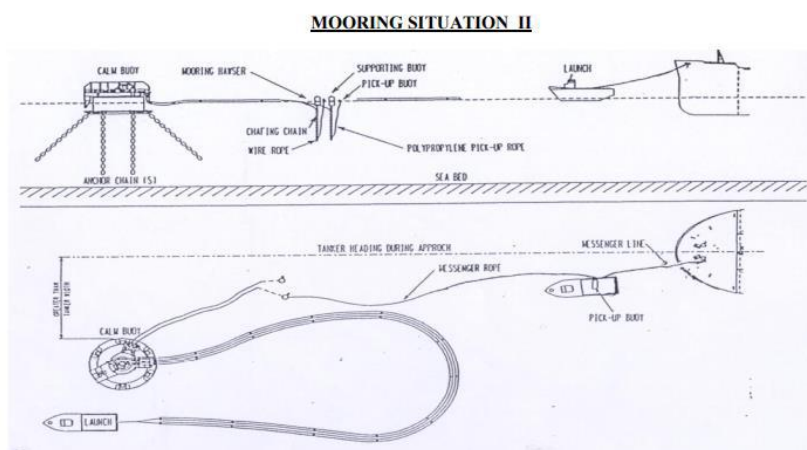


Figure 2 Floating hose is pulled away from upcoming tanker

The speed of the ship when approaching SPM is reduced to a minimum, but still quite capable of defending by its motion. After connecting the messenger lines and pick-up ropes, the tanker pull up the pick-up rope and slowly moving toward the final position against the SPM. It is important to make sure that the pick-up rope is always in good condition slack, until the chaffing chain rises to the top of the forecastle deck and is tethered perfectly. Under no circumstances should messenger lines and pick-up ropes be loaded until the chaffing chain is at the fairlead.

When both chains have climbed onto the ship and are on the Bow Chain Stopper as it should be, then by that time the tanker has been moored perfectly at SPM. If the tanker is not equipped with a Bow Chain Stopper, it is used ship bollards.

During the chain connection (chaffing chain) to the Bow Chain Stopper, there must be no movement of the ship against the water and mooring assembly is in slack state. See Figure 3 and Figure 4.

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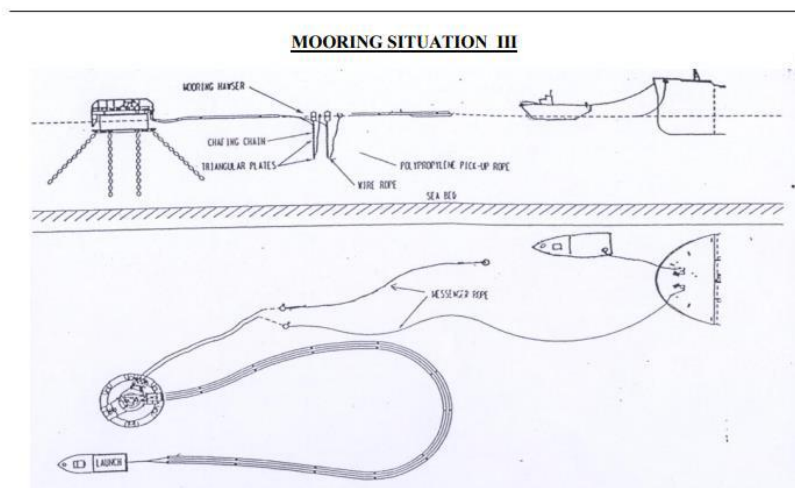


Figure 3 Mooring Process at SPM

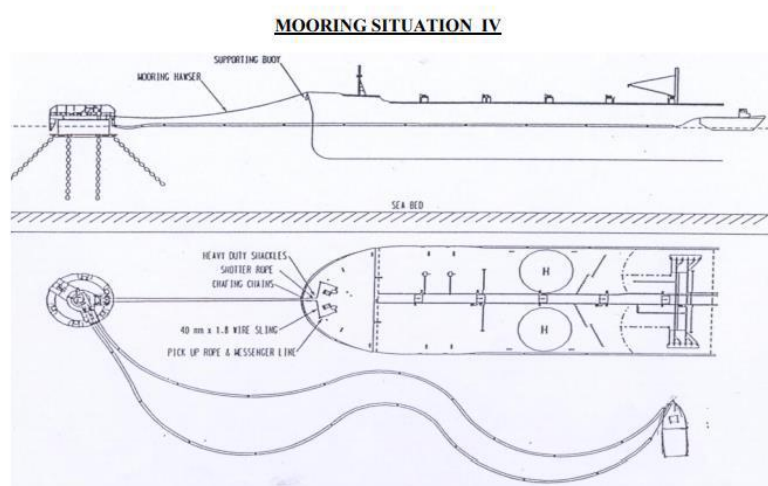


Figure 4 Tanker at Full Mooring Position

4) Mooring at night:

Tanker mooring operations at SPM are generally carried out during the day days, but if it is really needed or in an urgent situation, mooring can be done at night. Based on observations of weather, visible distance and safety aspects and other safety.

1.18 BERTH EVACUATION ROUTE

The following diagram illustrates the designated evacuation route from the berth area. It is crucial for all personnel to familiarize themselves with this route to ensure a safe and efficient evacuation in case of emergencies. Please follow the marked pathways and designated assembly points as shown in the map below. Always be aware of your surroundings and adhere to safety protocols while navigating the terminal.

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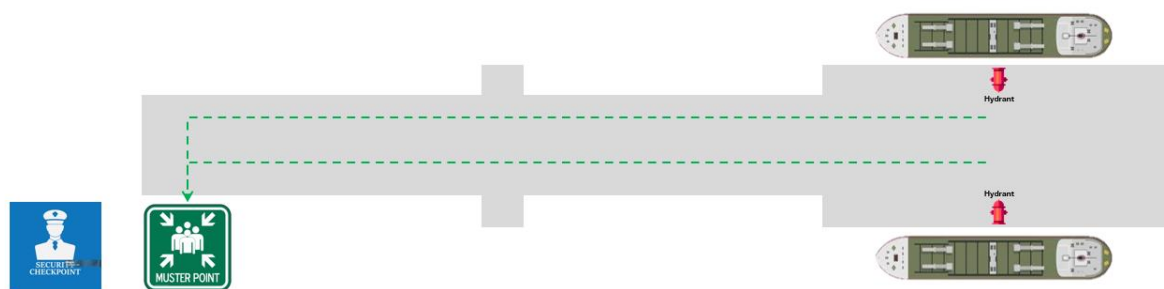


Figure 5 Evacuation Route Dermaga Propylene

1.19 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 Tersus Refinery Unit VI Balongan to give first aid.
- In emergency case, ship captain can unmooring the ship with Harbor Master permit.
- In emergency case, ship captain must inform PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan operation room and pilot station at channel 09 or 12.
- In emergency case, all ship and boat in PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan must follow order from PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan Operation room.

1.20 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 PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan & Pertamina Marine Operation email address:

1. Pertamina Marine Operation:
Syaefudin2@pertamina.com , nurulagie@gmail.com,
slamet_bravopmg3@yahoo.com, bagus_sugiarto87@yahoo.com ,
mk.chumaeroh.m@mitrakerja.pertamina.com , gusti.susilo@pertamina.com ,
cabang.balongan.PTK@pertamina.com , ops_marinebalongan@pertamina.com
2. PT Kilang Pertamina Internasional Unit VI Balongan:
SCD RU VI SCD_RUVI@pertamina.com ; Loading Master RU6
LMRU6@pertamina.com

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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.

The PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan 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 wheter deploying additional mooring lines or arranging for a standby tug is warranted.

Maximum wind for stop cargo operation	: 25 knots
Maximum wind for disconnect cargo hose / LA	: 30 knots
Maximum wind for unberthed	: 35 knots

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 Tersus Refinery Unit VI Balongan policy while on the berth. While onboard their vessel, the crew are allowed to follow their own company polices. The PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan policy requires the following:

- Coverall
- Safety helmet
- Life Vest/Jacket
- Glasses
- Safety Gloves
- Safety Shoes

2.4 TERMINAL CONTACT INFORMATION

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

1. Port Operator Pertamina Port & Logistics

Port Operation	:	PT Pertamina Port & Logistic ops_marinebalongan@pertamina.com
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Agency : Telp. (0234) 525-5163
PT Pertamina Trans Kontinental
ptkcirebon@ptk-shipping.com
Telp. (0234) 525-5163

Port Facility Security Officer : Gusti Susilo
+6281113000606

2. PT Kilang Pertamina Internasional Unit VI

GM RU VI Balongan : Yulianto Triwibowo
Telp. (0234) 525-6000
Fire Station : (0234) 525-5555 / (0234) 525-6673
Security : (0234) 525-6810

3. Port Quarantine Health : Kantor Kesehatan Pelabuhan Bandung
Wilker Indramayu
Telp. 0234-7121023

4. KSOP/KUPP : KUPP Kelas III Indramayu; Jalan Raya
Pabean Udik No. 223 Indramayu
Telp. 0234-272236

5 Customs : KPPBC Tipe Madya Pabean Cirebon;
Jalan Perniagaan No. 16 Cirebon
Telp. 0231-207723

6 Immigration : Kantor Imigrasi Cirebon; Jalan Sultan
Ageng Tirtayasa No. 51
Telp. 0231-488282

7 Maritime Police : Satpolair Polres Cirebon; Jalan Kapten
Samadikun Dalam Cirebon
Telp. 0231-208646

You can go to the nearest Jetty Post to have access for internal telephone call. All correspondence regarding the management and operations of the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan should be directed to the Pertamina Marine Operation.

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)

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

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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 RU VI Terminal Balongan 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 is only allowed with the permit from terminal for condition ballast exchange has been done before alongside in PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan.

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.

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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 Tersus Refinery Unit VI Balongan shall liaise with Terminal personnel which gangway/ladder shall be used, depending on landing configuration. Gangways shall properly rig 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 available on request a MSDS 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.

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

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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 Tersus Refinery Unit VI Balongan, 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 Mooring Master and Safety Officer to stay onboard throughout the operation.

2.17 REQUIREMENTS DURING TRANSFER

PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan 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 shall 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.

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 0,125% (domestic) and 0,5% (export/import), the transfer will be stopped until the difference is reconciled.

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2.20 TANK CLEANING/TANK ENTRY

Tank cleaning is not allowed at any time the vessel is alongside the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan. 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 personnel 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 ACCUMULATION OF GOODS

Accumulation of goods is not available in PT Kilang Pertamina Internasional Unit VI Balongan. If the ship needs it, please contact the agency.

2.24 TRANSPORTATION

- Airport : International Jawa Barat Kertajati Airport, distances 61 KM
- Bus Terminal : Indramayu Bus Terminal, distances 10 KM
- Train Station : Jatibarang Train Station, distances 27 KM
- Public Port : Cirebon Public Port, distances 50 KM

2.25 HOSPITAL/CLINIC

Rumah Sakit Pertamina Balongan (RSPBL), distances 10 KM

2.26 SHIP CANDLER

Ship chandler is not available in PT Kilang Pertamina Internasional Unit VI Balongan. If the ship needs it, please contact the agency

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.

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.

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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 600°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.

Ship using inert gas must ensure that 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, for example 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 the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan, a vessel may be required to unmooring on short notice. Masters will ensure that the vessel is always ready to sail on short notice after cargo hoses are disconnected. Immobilization of vessel during berthing at the terminal 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 spill 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 including tanker berths consist of a loud, prolonged sirene 3 minutes. Firefighting at the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan is done by the PT Kilang Pertamina Internasional Unit VI Balongan 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. There are 8 (eight) Fire Boat in PT Kilang Pertamina Internasional Unit VI Terminal Balongan.

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.

3.3 EMERGENCY STOP

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

- Oil is released on the deck of the vessel.
- Oil is released into the water.
- Failure of means of communications; primary and secondary.
- Fire occurs on the vessel.
- Any other major incident that seriously affected on safety of the vessel.

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 5 minutes, the vessel shall 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 terminal personnel.

3.4 TERMINAL SECURITY

Access to the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan is strictly limited to its personnel, vessel crews, pre-approved maintenance or store contractors, government agencies, ship's agent, and cargo inspectors. Any other visitors must be first approved by PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan. Listed below are the requirements for entrance to the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan.

- 1) Contractor list and visitor list must be faxed to terminal 24 hours prior arrival of the vessel.
- 2) Contractor and visitor must have picture ID.
- 3) Visitors must be willing to submit to a search of their vehicles by security personnel before entry to the terminal areas.
- 4) All PT Kilang Pertamina Internasional Unit VI Terminal Balongan rules and regulations concerning safety must be adhered to by personnel entering the SPM.
- 5) Security procedures for the terminal on various Security Levels are stated in the PT Kilang Pertamina Internasional Unit VI Terminal Balongan Security Plan. If the Security Level is raised from 1 to higher level, the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan Facility Security Officer will notify all costumers doing business at the terminal of the increased level and any additional security procedures. The current Security Level is displayed near the security post in every jetty.

Unless specifically informed by PFSO, terminal is operating at 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 permit from PT Kilang Pertamina Internasional Unit VI Balongan c.q HSSE Department.

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 the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan. This includes radios, pagers, cell phones, portable lighting, or any other equipment that is electrical but not approved for used in hazardous areas.

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3.9 SHORE LEAVE

Shore leave is PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan with following restriction.

- 1) Walking or passing through the tank area is prohibited. Terminal provides dedicated vehicle for crews who leave from jetty to front gate.
- 2) Shore leave crew shall at least wear coverall, life jacket/vest, safety helmet and safety shoes.
- 3) Obey all safety rules and signs within terminal areas.
- 4) Smoking within terminal areas and offices is prohibited.
- 5) Do not touch the terminal operational equipment. Switch off hand phone and other electronic devices.
- 6) Report all incidents to the nearest terminal office or staff.
- 7) No photograph.
- 8) No firearms, cold steels, matches, lighters, and other destructive weapon.
- 9) No drugs, narcotics, alcohol and other intoxicated substances.
- 10) In case of emergency, please muster to nearest the Assembly Point.
- 11) Emergency Signal within the terminal is prolonged sirene frequency 3 minutes.
- 12) Vessel shall maintain at all times sufficient crew not less than 70% of ship's complement onboard to deal with emergency, with 1 (one) senior officer and engineer must be on board.

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 showed 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.

3.11 EMERGENCY TOWING WIRE

Emergency towing wires to be positioned on the seaside bow and quarter back ward. The aye of the wires should be maintained not more than 2 meters above the water line and adjusted during operations. They should be made fast on the ship's bits, while having sufficient slack on deck to provide towing length of 50 meters. Means should be provided to prevent the slack from accidentally running into the water, these means should be arranged that can easily be broken by a tugboat's crew.

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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 BERTH

PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan 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. Vessel 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 measure, 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 and Pertamina Marine Operation - Oil Spill Response Team. Any vessel moored at the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan 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 shall inform Terminal and Pertamina Marine Operations without delays. 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 Balongan Port Manager.

Upon calling this number, you will be asked some basic question about the vessel and nature of the incident. You will be required to provide a contract name and number for further details. 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 Terminal.

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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 notification.
- Initiate a site safety plan.
- Start documentation of actions taken.
- Obtain PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan approval before restarting the transfer

4.4 GARBAGE RECEPTION

Garbage reception not available for disposal of organic waste / garbage. If the ship needs it, please contact the agency.

4.5 RECEPTION FACILITY

Reception facility not available. If the ship needs it, please contact the agency.

4.6 BALLASTING AND DEBALLASTING

According to IMO Standard D-1, Ballasting & Deballasting shall be carried out at least 200 NM away from shoreline with at least 200 meters waterdepth.

If the ship is going to ballast/deballasting, the ship must ask permission from the Terminal.

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SECTION V

MISCELLANEOUS INFORMATION AND REQUIREMENTS

5.1 DRUGS, ALCOHOL, AND FIREARMS POLICY

No alcohol or illegal drugs are allowed to enter the terminal and ship. Crew members under the influence of drugs or alcohol will be detained at the security office and have their company notified. Reasonable cause for detaining crew members is their speech, manner, behaviour, 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 any of cause above, the shipping company must have the person tested for drugs and alcohol, before granted entry to the terminal.

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

Every vessel alongside the PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan must have an alcohol and drugs 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".

5.2 REPAIR WORK PERMISSION

Repairs that involve hot work are not allowed at any time the vessel is at Jetty & SPM operation. Any repairs or maintenance not requiring hot work must be pre-approved by the Terminal and permit from authority. A list of any additional personnel and parts required to complete the repairs must be supplied to the terminal before arrival.

5.3 LOADING PROVISIONS AND STORES

Loading of provisions and stores is allowed at the Terminal with operational and security restrictions.

Operational: Contractor vehicles are not allowed on the berth. If shore side delivery is being made, provisions and stores must be hand-trucked down the berth to the vessel. With prior permission from the terminal, stores may also be delivered via shore.

Security: A list of personnel delivering the provisions must be supplied to the terminal before their arrival. Before they enter the berth area, they must show photo ID. If MARSEC levels rise, other restrictions may be applied. Contact the terminal if you have questions.

5.4 OTHER CRAFT ALONGSIDE

No craft is authorized to come alongside or remain alongside a vessel while handling hazardous cargo.

5.5 BUNKERING/FUELING

PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan does not have bunker supply facility for Tanker.

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5.6 FRESH WATER

PT Kilang Pertamina Internasional Tersus Refinery Unit VI Balongan does not have fresh water supply facility for Tanker.

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APPENDIX

REVISION LOG

No	Reason of Revision	Revision Item	Date of Revision	Rev No.	Revised by		Ackn. by	
					Initial	Sign	Initial	Sign
1								
2								
3								
4								
5								