



TERMINAL INFORMATION BOOKLET

**PT. Pertamina Energy Terminal
Integrated Terminal Tanjung Uban**



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INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

CHAPTER I

General Overview

Integrated Terminal Tanjung Uban is located at Bintan Island – Riau Island Province. IT Tanjung Uban is one of business unit of PT. Pertamina International Shipping under the subsidiary of PT. Pertamina Energy Terminal. IT Tanjung Uban handles 2 kinds of product, Fuel and Gas. IT Tanjung Uban operates assets in summary:

- 25 Fuel product tanks
- 7 LPG product tanks
- 7 Jetties

This booklet gives a short overview of the relevant regulations and safety instructions for Masters, Captains, Agencies and Charterers. The basic considerations of those regulations are the Environmental permit, the Harbor regulations, agreements made with the Port Authority.

However, this book is not made to guarantee the safety of the ship. The captain or the person responsible on board in ship must have a good knowledge of the regulations that apply to the terminal and ensure that all crew members receive this information

We kindly request that you follow these regulations and hand it over to your crew/team.

Integrated Terminal Manager Tanjung Uban,



Yohannes Mulatua Sianturi

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

CHAPTER II

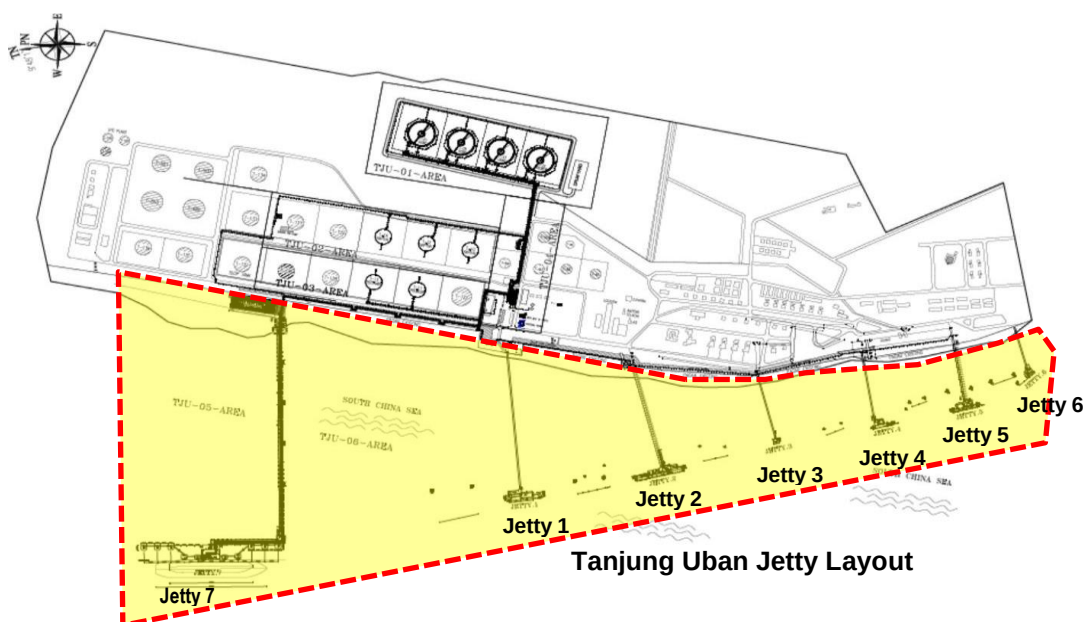
Terminal & Port Information

- | | | |
|-----------|------------------------------|--|
| 1 | Coordinates | : 01° 04' 16" LU / 104° 12' 40" BT |
| 2 | Sea Map | : No. 40, 42 & 49 |
| | - Indonesia | : 2357, 3949 |
| | - English | : 2357, 3949 |
| 3 | Terminal Operator | : PT. Pertamina Energy Terminal
Integrated Terminal Tanjung Uban |
| 4 | Complete Address | : Jln. Nusa Indah No. 1 Tanjung Uban, Bintan Utara,
Kepulauan Riau - Indonesia. |
| 5 | Telephone Number | : 0771 - 81254, 81254, Ext 2133/2134 |
| 6 | Facsimile Number | : 0771 - 81908 |
| 7 | E-mail | : pertaminatanjunguban@pertamina.com ; |
| 8 | Comply ISPS Code | : Yes |
| | - PSO | : Office telephone number KPLP / 0771 – 81057 |
| | - PFSO | : Office telephone number PM / 0771 - 81254/81255 ext. 2108 |
| 9 | Local Time Benchmarks | : UTC +7 jam |
| 10 | Operation Time | : 24 hours – (00.00 WIB - 24.00 WIB) |
| 11 | Piloting | : Pilot is mandatory (booking pilot 1 hour before berthing) |
| 12 | Anchored Area | : 01° 06' 00" LU / 104° 11' 00" BT |
| | - Inner bar | : 01° 15' 10" LU / 104° 11' 00" BT |
| | - Outer bar | : - |
| | - Waiting Sea Pilot | : - |
| | - Waiting Mooring Pilot | : 01° 05' 00" LU / 104° 11' 00" BT |
| 13 | Groove Depth | : 30 m Lws |
| | - On the threshold outside | : 20 – 30 m Lws |
| | - In the shipping channel | : 20 m Lws |
| | - On the verge of being deep | : 20 m Lws |
| 14 | Tidal | : 1.85 m Lws |
| | - Retroactive face (Zo) | : 0.2 m |
| | - Smallest | : 3.2 m |
| | - Biggest | : 3.2 m |
| 15 | Stream | : Utara |
| | - High tide direction | : 1 knot |
| | - Speed | : Selatan |
| | - Low tide direction | : 1 s.d 2 knots |
| | - Speed | : Sand-mud |
| 16 | Types of seabed | : Sand-mud |
| 17 | Navigation hazard | : |
| 18 | Port Officer | : |
| | - KSOP / KUPP | : |
| | Phone number | : 0771 – 81064 |
| | - Bea Cukai | : |
| | Phone number | : 0771 - 7447234 |
| | - Immigration | : |

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

- | | | |
|----------------|---|---------------------|
| Phone number | : | 0771 - 81927 |
| - Port Health | : | |
| Phone number | : | 0771-21652 / 313833 |
| - Water Police | : | |
| Phone number | : | 0771-81414: |
| - Pelindo | : | |
| Phone number | : | 0771 – 81215 |
- 19 Mooring facilities & jetty specification**
- i. Jetty 1
 - ii. Jetty 2
 - iii. Jetty 3
 - iv. Jetty 4
 - v. Jetty 5
 - vi. Jetty 6
 - vii. Jetty 7
 - viii. Marine Environmental Protection



Jetty Specification

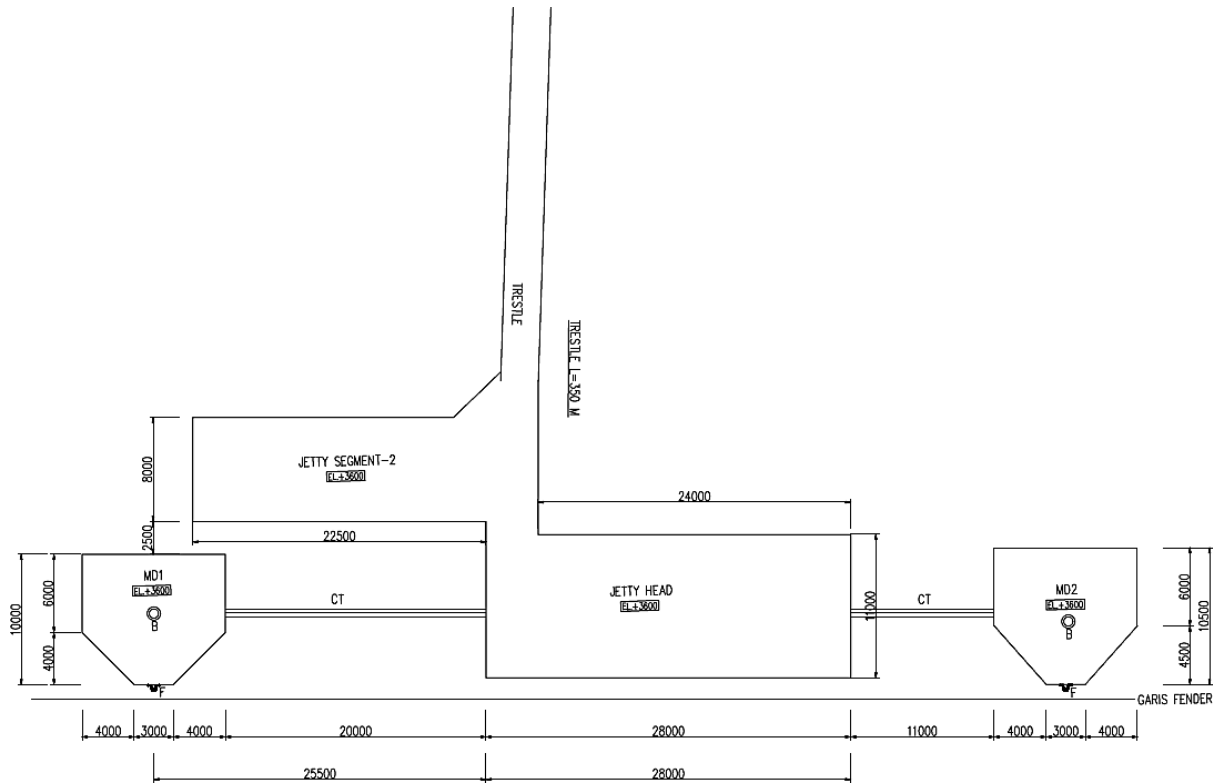
Jetty 1

- | | | |
|--------------------------------|---|---|
| - Coordinates | : | Lat 01° 04' 31,02" N / Long 104° 12' 40,51" E |
| - Built in | : | 1984 |
| - Depth around the Jetty | : | 17,4 m LWS |
| - Allotment | : | LPG tanker |
| - DWT (min/max) | : | 10.000 DWT - 60.000 DWT |
| - LOA (min/max) / PBL | : | 135 s.d 270 meter / Min. 73 meter |
| - Cargo type | : | Refrigrated Propane & Butane |
| - Flowrate | : | Discharge up to 1.100 MT/hour
Loading up to 1.000 MT/hour |
| - Cargo operational facilities | : | Liquid Propane & Butane using MLA 12"
Vapour Propane & Butane using MLA 8" |

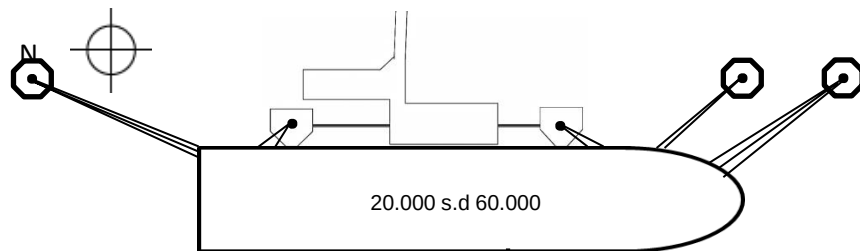
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Terminal Information Booklet

Layout Design



Mooring Arrangements



Jetty 2

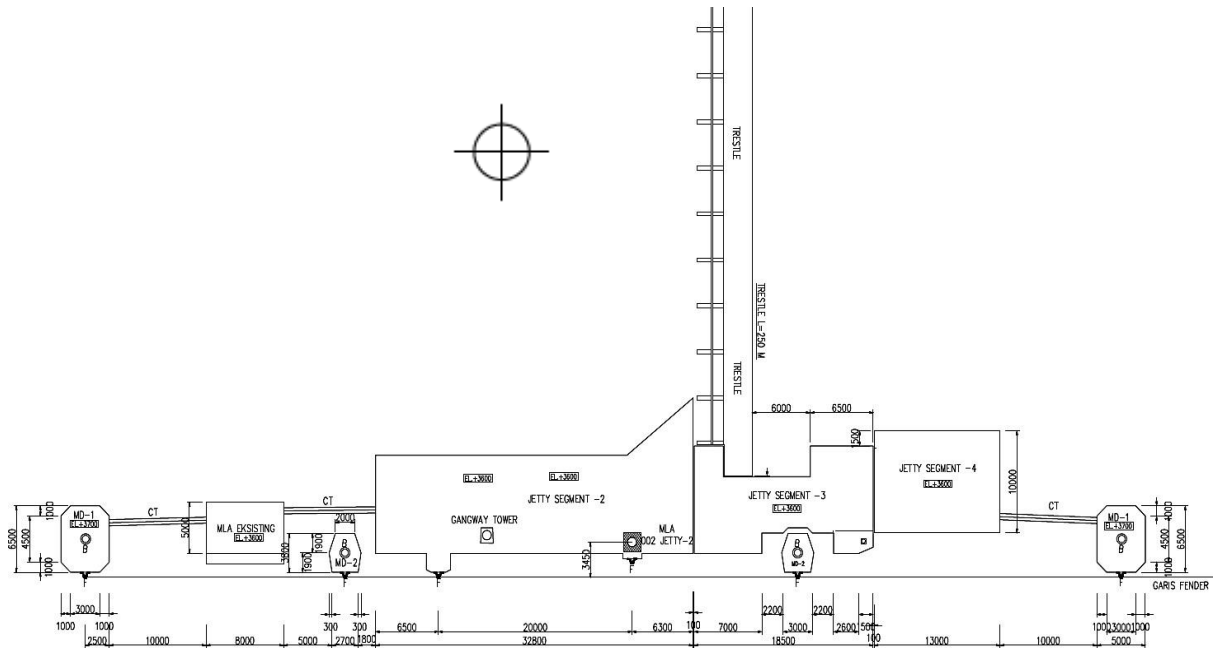
- Coordinates : Lat 01° 04' 20,56" N / Long 104° 12' 42,86" E
- Built in : 1984
- Depth around the Jetty : 11,7 m LWS
- Allotment : Tanker vessel
- DWT (min/max) : Fuel (7.000 DWT s.d 40.000 DWT)
LPG (1.000 DWT s.d 3.500 DWT) / Min 33 Meter
- LOA (min/max) / PBL : LPG 75 s.d 115 Meter / Min 33 Meter
Fuel 150 s.d 210 Meter / Min 51 Meter
- Cargo type : Gasoline (RON 90, RON 92, RON 98, Naphta)
Gasoil (HSD, FAME)
Fuel Oil (MFO 180, MDF)
LPG Mixed

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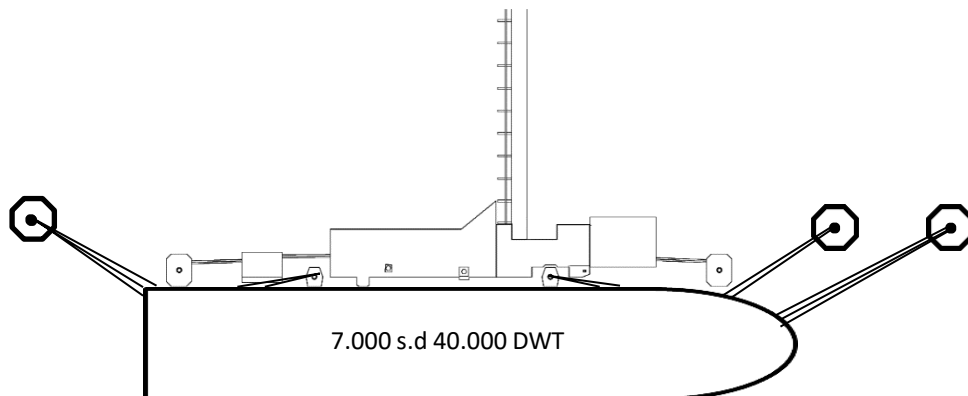
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- Flowrate : **Fuel**
Load 300 KL/hrs
Discharge Fuel 300 - 700 KL/hrs
Discharge Naphta 1.000 KL/hrs
LPG
Load up to 150 MT/jam
- Cargo operational facilities : **Fuel**
Using rubber hose 4"(load) dan 6"(discharge)
Discharge Naphta using MLA 10"
LPG
Liquid LPG Mixed using MLA 6"
Vapour LPG Mixed using MLA 4"

Layout Design



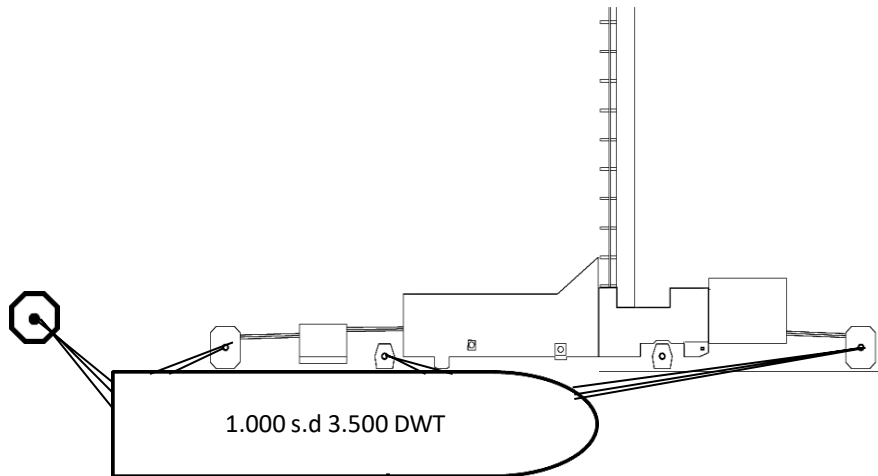
Mooring Arrangements for Fuel



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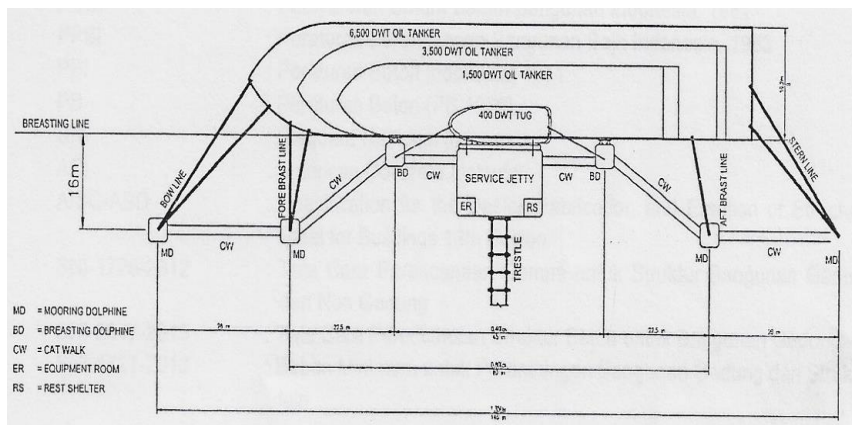
Mooring Arrangements for LPG



Jetty 3

- Coordinates : Lat 01° 04' 15.53" N / Long 104° 12' 49.99" E
- Built in : 2022
- Depth around the Jetty : 10 m LWS
- Allotment : Tanker
- DWT (min/max) : 2.000 DWT - 6.500 DWT
- LOA (min/max) / PBL : 46m - 120m / Min. 36m
- Cargo type : Gasoline (RON 90, RON 92), Gasoil (HSD, FAME), MDF, LPG Mixed
- Flowrate : **Fuel**
Load 300 KL/hrs
Discharge Fuel 300 - 500 KL/hrs
LPG
Load up to 80 MT/jam
- Cargo operational facilities : **Fuel**
Using rubber hose 4" (load) dan 8" (discharge)
LPG
Liquid LPG Mixed using MLA 3"
Vapour LPG Mixed using MLA 2"

Layout Design & Mooring Arrangements



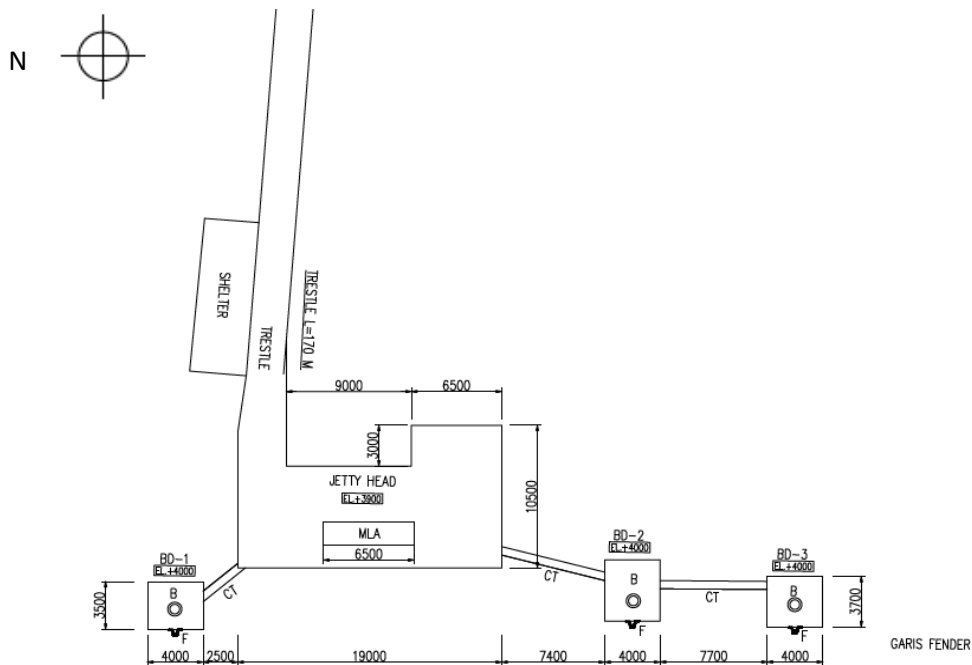
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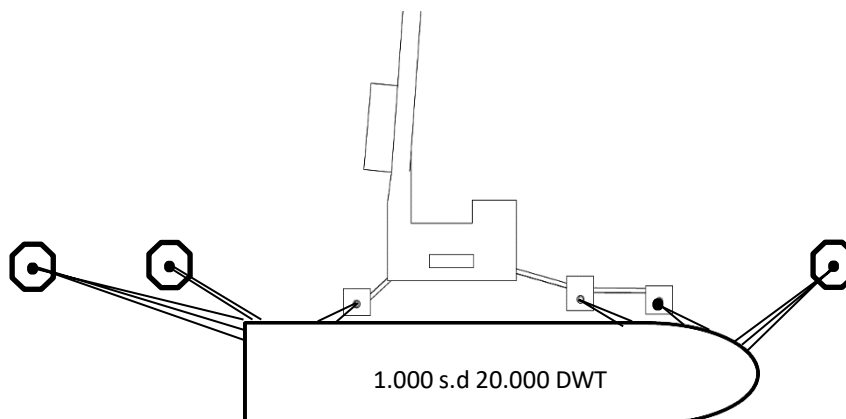
Jetty 4

- Coordinates : Lat 01° 04' 00,00" N / Long 104° 12' 38,00" E
- Built in : 1997
- Depth around the Jetty : 11,4 m LWS
- Allotment : Tanker
- DWT (min/max) : 1.000 s.d 20.000 DWT
- LOA (min/max) / PBL : 60 - 160 Meter / 37 Meter
- Cargo type : Gasoline (RON 90, RON 92, Ron 98), Gasoil (HSD, FAME), Fuel Oil (MFO, MDF)
- Flowrate : Load 300 - 400 KL/hrs
Discharge. 300 - 600 KL/hrs
- Cargo operational facilities : Using MLA 10" and rubber hose 4"

Layout Design



Mooring Arrangements



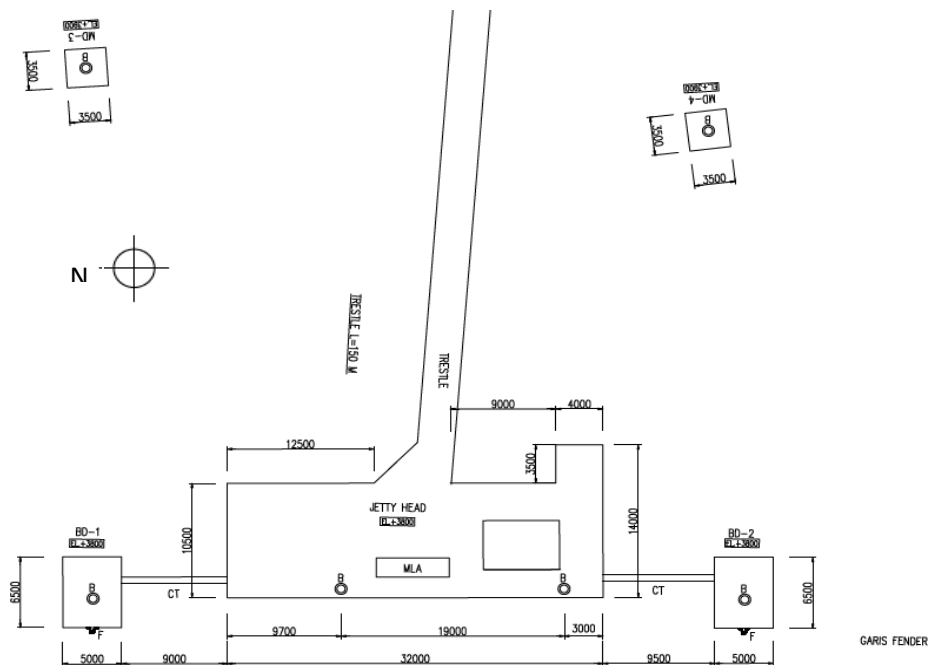
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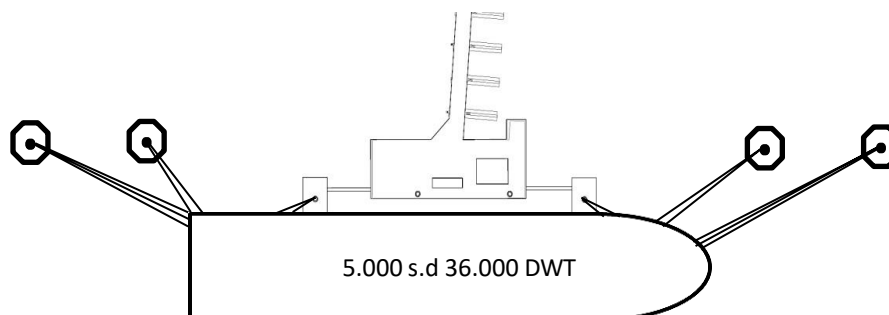
Jetty 5

- Coordinates : Lat 01° 03' 59,38" N / Long 104° 12' 48,01" E
- Built in : 1940
- Depth around the Jetty : 10,5 m LWS
- Allotment : Tanker
- DWT (min/max) : 5.000 - 36.000 DWT
- LOA (min/max) / PBL : 100 - 185 Meter / min. 61 Meter
- Cargo type : Gasoline (RON 90, RON 92, Ron 98), Gasoil (HSD, FAME), Fuel Oil (MFO, MDF)
- Flowrate : Load 300 - 400 KL/hrs
Discharge. 300 – 1.000 KL/hrs
- Cargo operational facilities : Using MLA 10"; rubber hose 6" and 4"

Layout Design



Mooring Arrangements



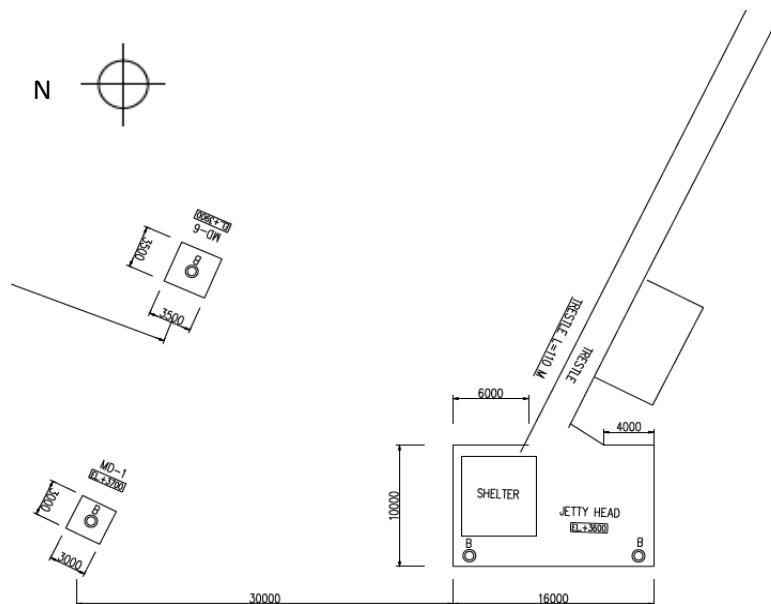
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Terminal Information Booklet

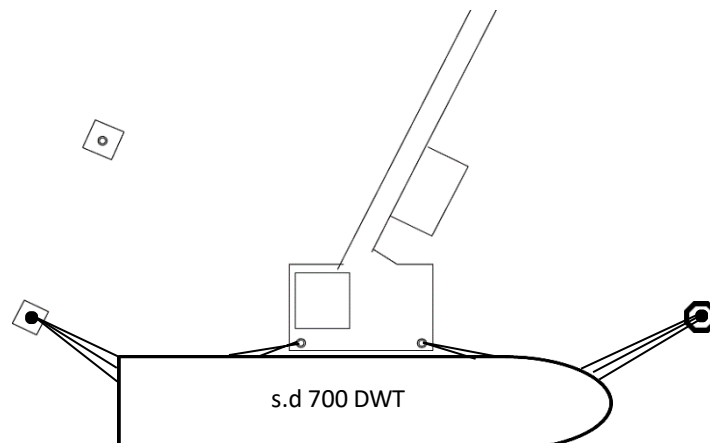
Jetty 6

- | | |
|--------------------------------|--|
| - Coordinates | : Lat 01° 03' 55,61" N / Long 104° 12' 50,31" E |
| - Built in | : 2010 |
| - Depth around the Jetty | : 10,5 m LWS |
| - Allotment | : Oil barge / tongkang |
| - DWT (min/max) | : 700 DWT |
| - LOA (min/max) / PBL | : Up to 48 Meter / Min. 16 Meter |
| - Cargo type | : Gasoline (RON 90, RON 92, Ron 98), Gasoil (HSD, FAME), LPG Mixed |
| - Flowrate | : Load 100 KL/hrs |
| - Cargo operational facilities | : Using rubber hose 3" |

Layout Design



Mooring Arrangements



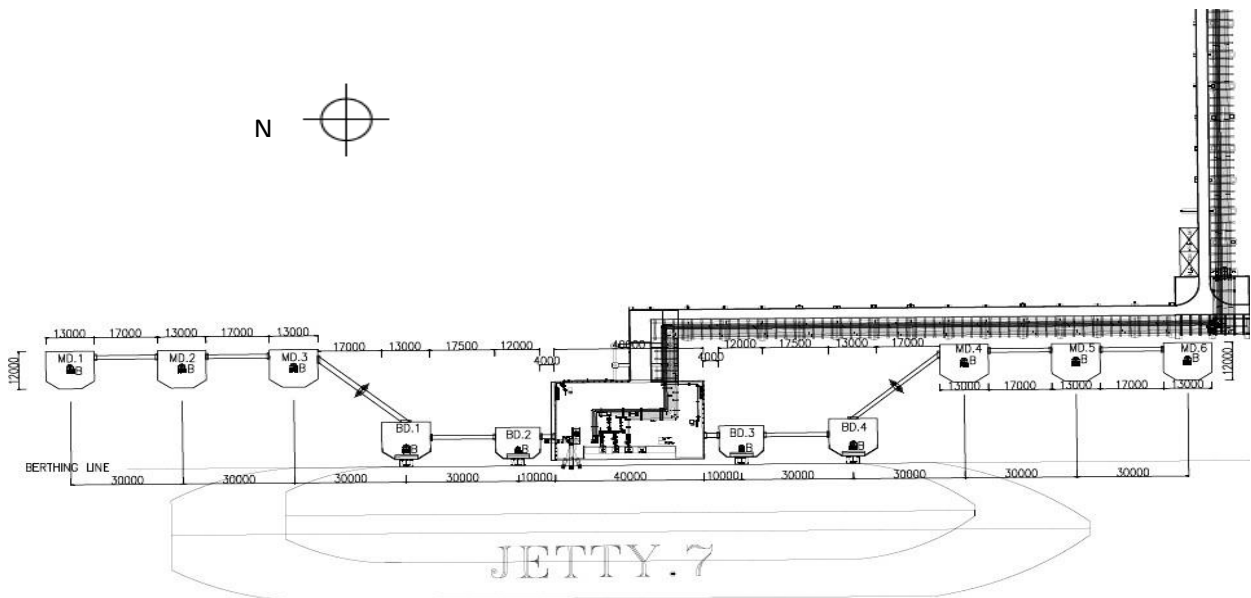
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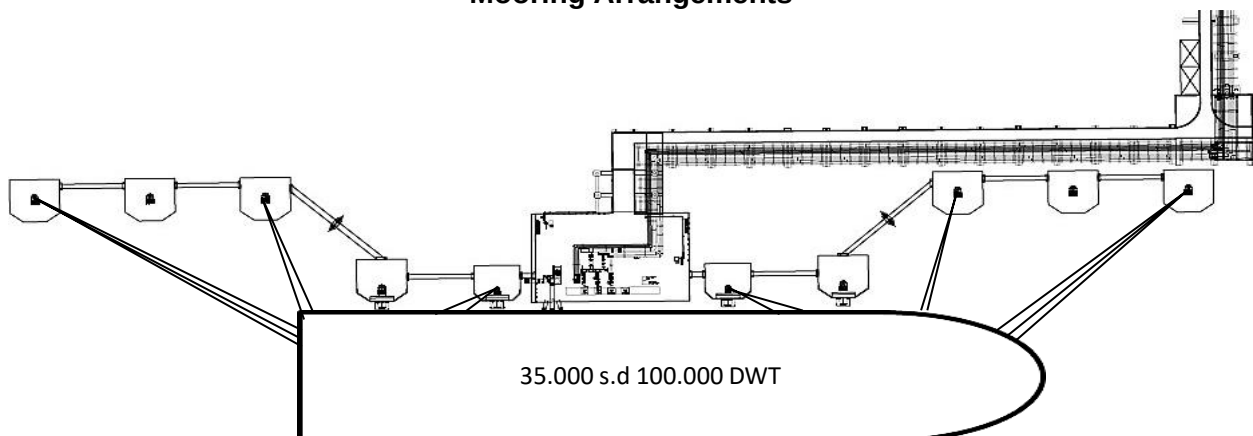
Jetty 7

- Coordinates : Lat 01° 04' 55,42" N / Long 104° 12' 36,08" E
- Built in : 2016
- Depth around the Jetty : 25 m LWS
- Allotment : Tanker
- DWT (min/max) : 35.000 - 100.000 DWT
- LOA (min/max) / PBL : 120m - 250 Meter / Min. 70 Meter
- Cargo type : Gasoline (RON 90, RON 92, HOMC), Gasoil (HSD), Fuel Oil (MFO, MDF)
- Flowrate : Load 500 – 1.500 KL/hrs
Discharge. 1.000 – 3.000 KL/hrs
- Cargo operational facilities : Using MLA 2 x 12"; rubber hose 6" (for bunker)

Layout Design



Mooring Arrangements



INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

20 Mooring Arrangements

The master must ensure that the ship is securely tied to the jetty by taking into account the minimum mooring rope and the location used as follows:

DWT of Vessel	Mooring Lines (fore & aft)
4,000 and below	2 head/stern lines & 2 springs
Between 4,001 – 10,000	2 head/stern lines, 2 breast lines & 2 springs
Between 10,001 – 40,000	3 head/stern lines, 2 breast lines & 2 springs
Above 40,000	3 head/stern lines, 3 breast lines & 2 springs

Note:

- Mooring Rope must be securely attached to the bolder jetty (mooring post / breasting dolphin and jetty head).
- The mooring rope formation can be adjusted based on equipment, weather/ natural conditions while maintaining safety aspects.
- Mooring rope must be in good condition (no connections or ropes are allowed in a stringy or improper condition).
- For emergency towing, it must be attached on the opposite side when the ship is Berth.
- Officers who are on standby to continuously monitor the condition of the mooring rope.

21 Provision for pilot and tugs

a. Vessel berthing provision

- The ship's readiness to carry out the berthing activities stipulated in the Notice of Readiness (NOR).
- The berth is carried out in safe conditions with the criteria for wind speed of less than 20 knots and wave height of not more than 2 meters.

b. Piloting

- Every ship with tonnage GT 500 or more sailing in the waters is obliged to guide, it is obliged to use a scout service.
- Vessel with a size less than GT 500 sailing in mandatory pilot waters, based on the consideration of the safety of the sailing from the supervisor of the guidance and the request of the skipper to be provided with guidance services

c. Tugs

Based on the safety provisions in berth, the Terminal determines the standards for the use of tugs based on the following requirements:

LOA [m]	No. of Tugs [Unit]	Total Power [HP]
70 - 100	1	800
>100 – 150	2	1,600 – 3,400
>150 – 200	2	3,400 – 5,000
>200 - 270	3	5,000 – 10,000

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

Note:

- The addition of tugboats can be adjusted based on considerations of the safety of the ship's movement in weather conditions, nature (strong currents/ waves) and force major.
- Regarding the request for additional tugboats by the ship owner outside of the above provisions, the cost of adding the tugboats will be charged to the ship/ ship owner in accordance with the applicable provisions of the company.

22 Small Light Ship Facility

- Tugboat : Available
 Name & Power horse :
 - TB. Medelin Fantasy, 3.000 HP, Bollard Pull 40 T
 - TB. Maiden Fantasy, 3.200 HP, Bollard Pull 40 T
 - TB. Maiden Partner, 4.000 HP, Bollard Pull 40 T
- Mooring boat : Available
 Name & Power horse :
 - MB. PSK I, 145 HP
 - MB. PSK II, 145 HP
 - MB. Transko Sepat 2, 170 HP
 - MB. Transko Sepat 11, 210 HP
- Speed boat : Available
 Name & Power horse :
 - SB. Fastron, 200 HP
 - RIB , 75 HP
- Crew boat : Not available
- Water barge : Not available
- Bunker service : Not available

23 Fire Extinguisher

Extinguisher DCP

- 5 lbs : 9 units
- 10 lbs : 16 units
- 20 lbs : 70 units

Wheeled Extinguisher DCP

- 150 lbs : 11 units
- 350 lbs : 16 units

Extinguisher CO2

- 5 lbs : 10 units
- 10 lbs : 4 units
- 20 lbs : 14 units
- 2,3 kg : 3 units
- 9 kg : 14 units

24 Oil Spill Kits

Terminal has complete oil spill prevention equipment in accordance with government regulations, all ships that dock at the terminal are required to have a prevention and protection system against indications of oil spills in the water and have skilled personnel in the effort and use of the equipment.

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

If there is an oil spill in the waters and the ship cannot handle it, ship can ask for assistance from the Terminal for handling it. Furthermore, the ship/ship owner will be charged a tariff for the use of the equipment and the personnel involved in handling it according to the rates set by Terminal

Oil spill response equipment owned by Integrated Terminal Tanjung Uban:

PERALATAN PENANGGULANGAN TUMPAHAN MINYAK MARINE TANJUNG UBAN				
No.	JENIS PERALATAN	MERK/TYPE	JUMLAH	SATUAN
1	Oil boom	Slick MK-2/5425,09	150	Meter
		Slick MK-2/5425,12	150	Meter
		Slick MK-2/5425,11	150	Meter
		Slick MK-2/5425,10	150	Meter
		Slickbar SL 24	180	Meter
		Vikoma SN 22039906	200	Meter
		Slickbar Harbour	510	Meter
2	Oil Skimmer	Vikoma Komara SN 22035279028	3	Unit
		Skimmer + powerpack type 3.1 - 7.3 kw	1	Unit
		Pharos Marine GT 185	1	Unit
3	Oil Containment Bag	Oil Pollution Storage Barge - B25	1	Unit
4	Oil Dispersant Spray Pump	Twim Pump Megator (Petter-AA1. Made In England), Merk Pompa Megator-L100	1	Unit
		Swan type SL - 15 Made In Indonesia	4	Unit
5	Oil Dispersant Chemical	OSD - 9000 (Slickbar)	600	Liter
		OD - 616 (Armi)	800	Liter
		OD - 616 (Armi)	3,100	Liter
6	Oil Sorbent	-	-	-
7	Rigid Inflatable Boat	Hypalon Rubber Inflatable	1	Unit
8	Pangkalan LLP	Bangunan permanen	1	Unit

- 25 Sailing Navigation Assistance Facility** : Available
Light beacon at Jetty 6 and Jetty 7
- 26 Ship document**

Nama Dokumen	Jumlah	Nama Dokumen	Jumlah
- Crew List	: 1 sheet	- Certificate of Safety Equipment	: 1 sheet
- Certificate of Ship's Nationality	: 1 sheet	- Health certificate	: 1 sheet
- Certificate of Calibration	: 1 sheet	- Loading unloading certificate	: 1 sheet
- Ship registration	: 1 sheet	- Certificate of Radio Safety	: 1 sheet
- Certificate of Ship Construction	: 1 sheet	- Last port clearance	: 1 sheet

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

- Certificate of Embossed	: 1 sheet	- Certificate of Pollution	: 1 sheet
- Q88 and other document	: 1 sheet		

27 Radio communication

- UHF Radio : -
- VHF Radio : Pertamina Shipping Tg Uban
 - Channel 9 (156.45 Mhz) Pertamina Operation
 - Channel 12 (156.95 Mhz)
 - Channel 16 (156.80Mhz)

28 Fresh water facilities : Available
Flowrate 20 KL/hrs, capcacity : @ 558 Ton x 2 tanks

29 Bunker facility : Available
Flowrate 50 - 80 KL/hrs (HSD, MDF, and MFO)

30 Slop reception facility : Ongoing progress

31 Crane facility : Available on several jetties (Jetty 2,3,4,5,7)

32 Shipyard : Available at Lobam & Batam

33 Stocking of goods : Available at Batam & Lagoi

34 Garbage collection from the ship : Not available

35 Transportation

- Airport : Raja Haji Fisabilillah Tanjung Pinang & Hang Nadim Batam
- Bus Stop : Not available
- Station : Not available
- Public Port : Bulang Linggi – Punggur Port

36 Hospital & clinic : Available

- Nama poliklinik : Pertamina
- Alamat : Komplek Pertamina Tanjung Uban
- Phone number : 0771 – 81254, ext. 2180

- Nama rumah sakit : RSUD Tanjung Uban
- Alamat : Jl. Indun Suri – Simpang Busung No. 1, Tanjung Uban, Tj. Permai, Seri Kuala Lobam, Kabupaten Bintan, Kepulauan Riau 29152
- Phone number : (0771) 482655
- Distance from Terminal : 5 km

37 Ship chandler : Not available

38 Tank capacity

Fuel

- RON 90 : 190.000 KL / 6 tanks
- RON 92 : 63.000 KL / 2 tanks
- RON 98 : 10.000 KL / 2 tanks
- Naphta : 37.000 KL / 3 tanks
- HSD : 56.000 KL / 4 tanks
- Bio FAME : 15.000 KL / 3 tanks
- MFO : 25.000 KL / 2 tanks

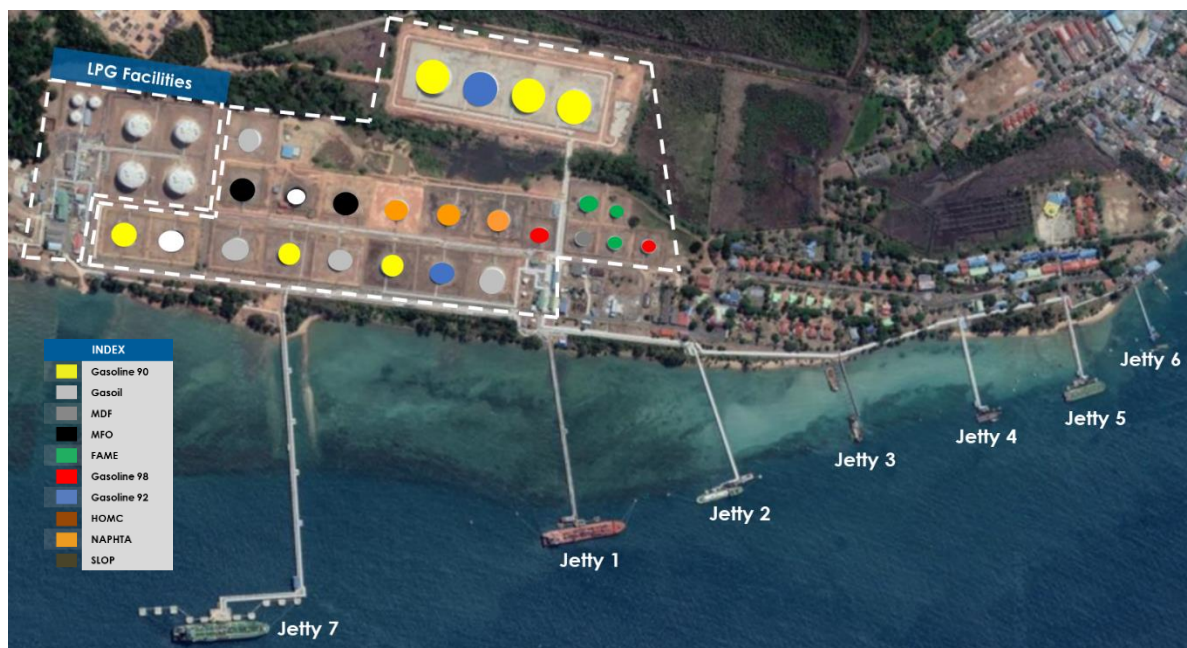
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Terminal Information Booklet

- MDF : 5.000 KL / 1 tanks

LPG

- Propane : 37.000 MT / 2 tanks
 - Butane : 49.000 MT / 2 tanks
 - LPG Mixed : 7.500 MT / 3 tanks



39 Fire equipment

- Fixed pump : 3 units @1.500 GPM; 3 unit @3.000 GPM
 - Portable pump : 3 units @500 GPM
 - Foam/water monitor : 12 units (around tank yard and each jetty)
 - Foam system : Connected to all tanks
 Foam tank : 7 tanks total 27.000 liter
 Foam pump/proportioner : 2 units
 - Hydrant (instantaneous) : 105 units of double outlet
 72 units of single outlet
 - Fire truck : Water & foam 500 GPM
 - Fire jeep : Water 200 GPM

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

CHAPTER III

Information on HSSE Aspects

1. Terminal Security

Integrated Terminal Tanjung Uban has complied with the ISPS Code, so that in accordance with the International Ship and Port Facility Security Code (ISPS Code), the arrival of ships from abroad must attach PAN (Pre-Arrival Notification). The PAN checklist will be sent by the terminal to the ship/ general agent which must then be filled in by the Ship Master and after completion it must be sent back to the terminal at least 24 hours before the ship arrives.

Access in and out of the terminal is restricted to crew members, maritime authority, and ship agents. Regarding the presence of visitors from shipowner representatives, technicians, contractors, supplier or others so that they can report first and have received approval from the Marine Terminal function by bringing a Letter/ Email / Fax of Assignments or Orders which then through the Security ISPS Code will be given an ID Card ISPS Code as visitor for access to the Terminal / Ship.

Marine security procedures in accordance with the Maritime Security level are contained in the Port Facility Security Plan (PFSP Dedicated Port Pertamina Terminal Tanjung Uban). If the MARSEC level increases from 1 to a higher level, then the PFSO will notify about this and increase the level of security upon prior orders/ approval from the Head of KUPP Kelas I Tg Uban as PSC and Head of the Port Authority Section as PSO. Any changes to Marsee level will be communicated to all ships and displayed on the Marsee board at each jetty

2. Port clearance

For ships originating from abroad, according to the provisions, a free pratique will be carried out in advance by the quarantine officer. Then continued by other Maritime Authority officers such as Immigration, Customs and Harbormaster.

3. Safety regulation at Jetty

To improve safety aspects at the area of Dedicated Port Pertamina Tanjung Uban, please comply with applicable regulations such as:

Safety Regulations:

- i. No fires
- ii. No smoking
- iii. Mobile phone is prohibited
- iv. Photography is prohibited without permission
- v. Carrying firearms & sharp
- vi. Take care in stepping
- vii. No fishing
- viii. Prohibited for carrying narcotics

Recommendation:

- i. Other officers prohibited entry
- ii. Using ID Card/ Identifier
- iii. Wearing Personal Protective Equipment is without mandatory such as Safety Vest
- iv. Safety Shoes and Helmet is Prohibited

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet



4. Pertamina Safety Approval (PSA)

In accordance with the regulations & policies for the safety aspect at Pertamina that for ships (Owned/ Charter/ Third Party) carrying out activities within Pertamina must have and still be valid PSA Certificate (Pertamina Safety Approval) issued by the Safety Management Representative function (SMR) Pertamina International Shipping.

5. Ship shore safety check list (SSSCL)

Before starting the loading / discharge / bunkering activity, according to the ISGOTT Master the ship together with the Terminal officer (Marine Terminal Safety Inspector) will carry out filling and inspection of the ship and terminal conditions according to the checklist listed in the Ship Shore Safety Check List. If a high-risk condition is found, then the Terminal has the right to refuse the ship to dock/ resume activities prior to carrying out improvements to the condition.

6. The things that need to be considered by the ship during loading, discharge and bunkering activities at the Jetty as follows:

To fulfill the aspects of Health, Safety, Security & Environment (HSSE) and ISPS Code Implementation in providing international standard services to vessels carrying out activities at Dedicated Port Integrated Terminal Tanjung Uban, we hereby convey the following:

- All ships berthed at Jetty 1, 2, 3, 4, 5, 6, and 7 or which undergo a loading/ discharge/ bunker process are required to increase supervision and comply with applicable regulations as determined by the Port Facility Security Officer (PFSO)

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

as an underwriting officer. responsible for the security of port facilities or the applicable regulations at Integrated Terminal Tanjung Uban

- Carry out the Ship Shore Safety Check List (SSSCL) together with Marine officers
- Terminal Safety Inspector (MTSI) or other Marine Officers appointed by the Terminal consistently and ensure that during loading/ discharge operations, ballast and bunkering are managed properly (ref: ISGOTT 5th ed. - chapter 26. Safety Management).
- Carry out continuous monitoring related to safety, security & environment aspects
- As long as the ship carries out loading/ discharge/ bunkering activities at the jetty, including monitoring the conditions of the facilities at the jetty (such as manipold, MLA, mooring rope, grounding, fenders, etc.).
- Hot work, use of open electric lights and prohibited other activities which cause sparks without the permission of Terminal or HSSE function (ref: ISGOTT 5th ed. · chapter 22.7.1.2 - Hot work on the Tanker).
- It is prohibited to dispose of dirty sludge/ ballast/ garbage/ oil & lubricants when the ship is Berth even while in the waters of Integrated Terminal Tanjung Uban.
- Not permitted to supply fresh water via barges / transporters when carrying out the Loading/ Discharge/ Bunkering activities taking place at the Jetty.
- Not permitted to lower the ladder/ gangway on the opposite side of the hull as long as the ship is leaning at the jetty.
- Logistics/ material / spare parts supply to the ship is not permitted by seaside (must be by land / jetty) and submit it via official letter/ notification letter to PFSO with a copy to the Integrated Terminal Manager Tanjung Uban and its implementation is monitored by the Deputy PFSO / Guard Security Officer.
- Fire and/ or oil spill prevention equipment in good condition and ready for use while the ship is berthed at the jetty or in an emergency condition.
- For ship crews who will board or disembark via land/ jetty access, please attach a notification letter / permit to disembark signed by the master / SSO and identity and use Personal Protective Equipment (PPE).
- Other Pertamina and Maritime Authority officers who will board the ship (such as visitors / representatives of ship owners / technicians, etc.) to report first to the PFSO / Deputy PFSO or security officers guarding the ISPS Code by showing their identity (ID Card / Passport) or official letter of assignment/ notification clearly.
- There are sufficient personnel on board and on land to deal with emergencies during the berthing process until the loading / discharge / bunkering process is complete. For ships, there is a minimum of 2/3 of the crew, where there is 1 (one) senior officer and engineer, for the minimum terminal loading master personnel and port operation marine (port operation) standby at the jetty. (ref: Appendix 4 -TKO No. 8.017 / F30410 / 2015 · S9 Revision O, Terminal & Ship Safety Check by Ship/ Shore Safety Checklist).

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

- Ref. ISGOTT 5th edition Chapter 23.3 (23.3.2), in loading or discharge activities is in progress, tugboat it is not allowed to attach to the Barge at the Jetty. Furthermore, the tugboat can dock in the waters around the Barge with the provision that it does not interfere with the shipping channel and is responsive in the event of an emergency.
- While the ship is berthed at the jetty or while in the waters of the Terminal Tanjung Uban experiencing an emergency, ship can contact the Pertamina Terminal Tanjung Uban Office (cq. Marine) via radio on channel 09 or telephone number (0771) - 81255 ext. 2133/2134

7. Instructions/ Conditions in Emergency

A. Bad weather

Bad weather is mentioned when:

High Wave: >4 meters (mooring limit/ inoperable ship)

Wind speed: Wind speed > 35 knots

Surface stream velocity: Surface stream velocity 1.5 meter/minute

Action from the Ship

Coordinate with the Terminal (Marine and Loading Master) regarding bad weather conditions to carry out steps such as stopping the loading / discharge pump, closing the ship shell, opening the cargo hose/ Loading Arm from the ship's manifold, then lowering the end of the floating hose / Loading Arm to the surface Jetty Head and carry out preparations to remove the bound ship mooring rope from the dock.

The terminal coordinates with the Pilot to immediately release the ship from the jetty by using a tug or requesting permission from the Scouting for the ship to move independently without using the Scout due to an emergency (if possible) to avoid structural damage to the ship or jetty.

Furthermore, the ship party ensures that after releasing that the ship is berth and allowed to dock in a predetermined area or in a safe condition.

B. Fire

Vessel must provide reliability of emergency equipment in accordance with the regulations and the Equipment must be inspected and declared in a state of use. All crew members are required to be trained in dealing with emergency conditions and can use this equipment.

C. Fighting Fire or Explosion on the Jetty

- Directly related ships

If a fire or explosion occurs at the dock, the ship or ships that are berthing must immediately report the incident to the Terminal Control Room (INTEGRATED TERMINAL TANJUNG UBAN Marine Office) by the fastest means possible (VHF / UHF radio, telephone, ship flute or siren).

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

All loading, refueling, ballast dumping and tank washing operations are immediately stopped and all loading arms or loading hoses must be immediately emptied / dry, ready to be removed. Fire Gun (turret), a ship's fire extinguisher hose, under pressure and used in the form of water fog, is placed in a strategic defense position. Drives, steering engines and unmounting equipment should be ready for use when required. Guides must be installed spread out on the hull side of the pier.

- Ships which are not directly related
 After hearing a warning sign from the Terminal or through a notification from the Terminal that there is a fire at one of the docks at the terminal, ships that are berthing must immediately stop loading, refueling and ballast dumping activities. The fire extinguishing system must be ensured in readiness, the main engine, steering engine, and mooring equipment must be prepared to be used when necessary.

D. Fire prevention on Ships at Terminal

- The Crew.
 If fire breaks out on the ship while Berth at the Pier (Terminal), the ship must sound a danger signal consistently as a fire hazard signal is known to the Crew and must be recognized by the Terminal; "Continuous alarm sound, combined with long flute sound in duration not less than 10 (ten) seconds". All load, refuel, ballast load / dump operations must be stopped and the main engine and steering engine in a state of ready operation.
 When the alarm is ringing, the responsibility for shutdown on the ship is to be borne by the master or appointed responsible officer, assisted by the crew. The Ship Emergency Response Organization is mobilized as if the ship was sailing, with an additional squad under the command of a senior Officer or Crew, preparing and, if possible, removing the cargo arm or cargo hose from the manifold.
 Regarding the mobilization of Terminal and other parties' extinguishing teams and equipment, the master or appointed responsible officer, together with the professional firefighters/ teams, ensures a concerted effort in controlling the fire until it extinguishes it.
- Personnel actions at the Terminal
 Understanding that there is a sound warning signal of fire danger, personnel on duty at the jetty must immediately report to the ECC Terminal. Officers at the ECC Terminal must immediately sound a fire hazard signal, stop the ongoing loading, unloading, refueling, or dumping ballast operations and notify the Port Authority / Syahbandar / KSOP Class I Tg Balai Karimun.
 Terminal emergency response planning should be activated including cessation of cargo operations, refueling or ballast handling on vessels anchored adjacent to burning vessels. All other vessels in the Terminal must

INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

be informed of the emergency, if deemed necessary, prepare for the release of cargo arms / hoses, and prepare their respective main engines and rudder engines for use in case of maneuvering.

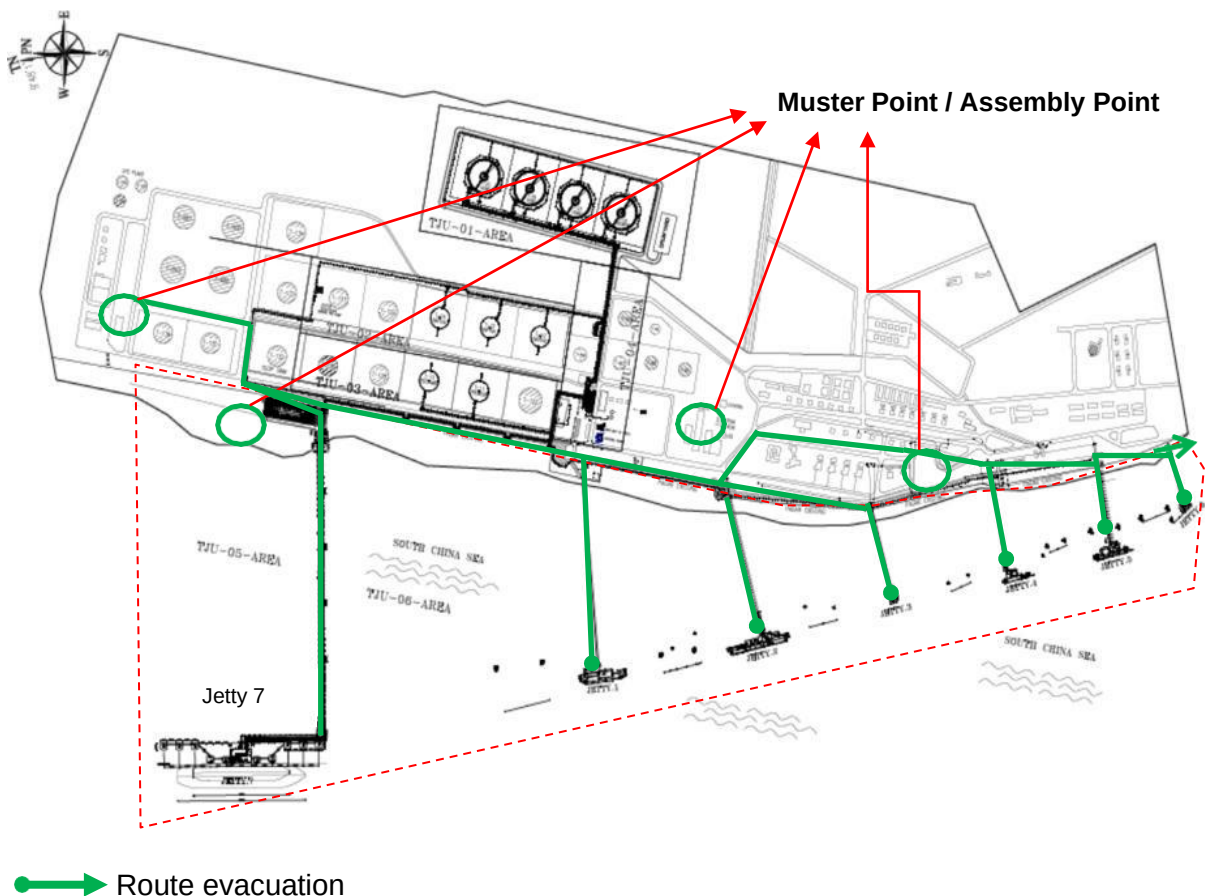
If firefighting tugs are available, ECC Terminal moves them to help extinguish the fire until there is a decision from the person in charge whether to use this task to help evacuate ships that are not burning.

ECC Terminal must be responsible for the movement of assistance from outside, such as the Fire Service Agency/ Brigade, launch/ use of ships or rescue teams, medical assistance and ambulance personnel, Police, Port Authority and Guides.

E. Emergency Towing Off

Implementation of Emergency Towing Off using a tugboat owned / charter or other party which is carried out through orders from the Terminal. The ship must prepare fire wires or the ship should be equipped with emergency towing-off pennants. This equipment is intended so that the ship can be towed away from the dock in case of emergency situations / conditions, without waiting for the crew's readiness.

F. Area Evacuation in the event of a fire



INTEGRATED TERMINAL TANJUNG UBAN

Terminal Information Booklet

8. List of Emergency Contact

No	Name	ID	Position	Position in Team	Contact Number	
					Home	HP
1	Yohannes Mulatua Sianturi	753322	Terminal Manager	Incident Coordinator (IC)	2100 / 2200	08116501104
2	Retno Budiyanto	745504	Sr Loading Master	Wakil Incident Coordinator (IC)	2102 / 2202	081275463320
3	Noventinus Ginting	749738	Port Manager	On Scene Commender (OSC) dan PFSO	2108 / 2208	0811706555
4	Joko Waskito	39090043	Sr. Spvr. HSSE – IT Tg Uban	Commander To Fire Fighting TBBM & Deputy PFSO HSE	2116 / 2216	081258882834
5	Iranda Nugroho		Port Supervisor I	Komandan TO Oil Spill Response dan Deputy PFSO Marine	2133	085363536535
6	Yadi Supriadi	753604	Jr. Supervisor Security - IT Tg Uban	Deputy PFSO Security	2188	087873521593
7	Yuli Hariyanto	745806	Supervisor QQ IT Tg Uban		2111 / 2217	
8	Bambang Hariadi	753329	Sr Port Supervisor	PFSO	2133	081275127878
9	Rifqi Tryanda	753849	Port Supervisor II	Deputy PFSO	2133	085263815265
10	PUSKODALOK		IT Tg Uban		2130	
11	Emergency		IT Tg Uban		2222	
12	Kantor Marine		Marine Tg Uban		2133 / 2134	
13	Posko Security		IT Tg Uban		2188	
14	Ruang Jaga HSE		IT Tg Uban		2173	
15	Pangkalan LLP / Pelsus		IT Tg Uban		2137	
16	Jetty 1		IT Tg Uban		2121	
17	Jetty 2		IT Tg Uban		2122	
18	Jetty 3		IT Tg Uban		2123	
19	Jetty 4		IT Tg Uban		2124	
20	Jetty 5		IT Tg Uban		2125	
21	Jetty 6		IT Tg Uban		2166	
22	Operator Telekomunikasi		IT Tg Uban		2130 / 2140	
23	Zulkifli		Telekomunikasi IT Tg Uban		2138 / 2141	081270759045
24	M. Adil Wanadi		Ka. KUPP Kelas I Tg Uban	Mission Coordinator (MC)	2195	081281853783
25	Lina Lusiana		Ka.Sie Kesyahbandaran KUPP Kelas I Tg Uban		2195	08127063556
26	Radio/HT Marine		Station Radio Marine Tg Uban		2133	Ch. 09
27	Radio/HT IT BBM		Radio/HT IT BBM Tg Uban			Ch. 2
28	Radio/HT IT LPG		Radio/HT IT LPG Tg Uban			Ch. 1