



KASIM MARINE TERMINAL PORT INFORMATION & REGULATION

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KASIM MARINE TERMINAL
PORT INFORMATION & REGULATION



APPROVAL PAGE

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1. Introduction

All harbours in Indonesia are under the supervision and responsibility of the Government i.e. Directorate General of Sea Communications. SKK Migas operates and dedicates oil and gas harbours/terminals on behalf of the Directorate General of Sea Communications.

The Port Information and Regulations contained in this booklet are intended to inform the general conditions and facilities of Kasim Marine Terminal.

The installations of this Terminal are owned by SKK Migas, and operated by Petrogas (Basin) Ltd., which will be referred to in this booklet as "THE COMPANY".

The information contained in this booklet is believed to be accurate at the time of issuance. THE COMPANY cannot and will not accept any responsibility for errors, omissions, or for consequences of using it for any purpose whatsoever.

THE COMPANY will periodically review and issue the revision and/or additional information if needed to this booklet.

The Kasim Marine Terminal Loading Pier was built in 1975 and placed into operation in June 1976. Tanker/vessel, after being cleared at Sorong Seaport, come to the terminal pier through the narrow Sele strait.

The first export tanker/vessel, the "Oriental Navigator" was berthed at the terminal pier on June 12th, 1976 and loaded a total of 259,003 barrels of Walio crude oil. On April 20th, 1987, the "Oriental Phoenix" berthed and loaded a total of 265,131 barrels of Walio crude, she was the largest tanker/vessel to berth at the terminal pier to date. She has a length of 274,374 meters, a breath of 43.34 meters, a maximum draft of 17.374 meters, and a cargo load weight capacity of approximately 1,000,000 barrels.

2. Definition

- a. KMT means Kasim Marine Terminal
- b. PBL means Petrogas (Basin) Ltd.
- c. LOA means Length Over All
- d. WMCO means Walio Mix Crude Oil

3. Location of Terminal

Kasim Marine Terminal is located on the Sele Straits between the island of Kasim and mainland Papua, West Papua province, Indonesia.

The wharf is positioned in :

- 01° 18' 24,16" S / 131° 01' 37,70" E
- 01° 18' 25,98" S / 131° 01' 35,70" E
- 01° 18' 27,01" S / 131° 01' 34,70" E
- 01° 18' 30,17" S / 131° 01' 31,70" E
- 01° 18' 32,18" S / 131° 01' 31,70" E
- 01° 18' 34,65" S / 131° 01' 29,70" E

Under no circumstances the tanker/vessel should not enter the restricted area around the structures without the Mooring Master guidance.

4. Kasim Marine Terminal Facilities

The Kasim Marine Terminal Office located onshore adjacent to the tanker/vessel mooring. Chiksan Loading Arm with 16" diameter ANSI 150# Cam lock (Manual Quick Coupling) flange or/and 12" flexible hose are used to load the tanker/vessel.

The following items are of particular importance:

1. No Dirty Ballast.
Tanker/vessel with dirty ballast will be rejected as there are no deballasting facilities available.
2. No shore leave without Field Operation Manager permission.
3. No Crew Changes.
If emergency conditions prevail, for humanitarian reasons, exceptions to the foregoing may be permitted. All permit and expenses incurred will be for tanker/vessel's account.
4. Neither stores nor repair facilities are available.
5. Small clinic is available only for minor treatment.
6. The laws of Indonesia govern this Terminal and all personnel are urged to abide by them.
7. During daylight hours the Indonesian Flag must be flown throughout the tanker/vessel's stay in port.
8. Kasim time is G.M.T. plus 9 hours throughout the year.
9. Neither Bunkers nor fresh water are available.
10. Language of the port is English and Indonesian.
11. Only authorized personnel of visitors are permitted in the Tank Farm and/or tanker/vessel.
12. The crude oil testing laboratory is equipped to perform the following tests: API Gravity, BS&W and pour point.

5. Navigation Aids

The approaches to Sorong and the anchorage area are clearly shown on Admiralty Chart to be used refer to British Admiralty No. 1420 and Indonesian local charts No. 212 and 213.

The Kasim Marine Terminal Mooring Master will onboard the tanker/vessel in the anchorage area for passage to the Kasim Marine Terminal. The channel is marked with numerous Navigational Aids to permit safe passage through the Sele Strait. Tanker/vessel arriving in the anchorage area after 14.00 hrs local time (GMT + 9 hours) will berth at the Terminal Mooring Master's Discretion.

Maximum draft is 11 meters. A minimum under keel clearance of 2 meters is required. Tankers with LOA of 160 meters up to 200 meters are acceptable provided.

6. Communication Advise of Arrivals

It is imperative that 72 hours prior to arrival at Sorong anchorage, Masters advise the Company and the Agent of their estimated time of arrival. They should also confirm or amend them when they are 48 hours and again when 24 hours distant from Sorong or anytime a change of one hour occurs in the original ETA. These messages should specially state whether ETA is given in GMT or Sorong local time.

Address

Messages for the Company should be addressed as follows:

Menara Kuningan, MZ, 16th & 17th Floors
Jl. H.R. Rasuna Said Blok X-7 Kav. 5, Setiabudi,
Jakarta Selatan 12940, Indonesia
Phone: (+6221) 5091 9800, Fax: (+6221) 5091 9888

Name of Station/Call Sign: PETROGAS/PKY42

Geographical Coordinates :

- 01° 18' 24,16" S / 131° 01' 37,70" E
- 01° 18' 25,98" S / 131° 01' 35,70" E
- 01° 18' 27,01" S / 131° 01' 34,70" E
- 01° 18' 30,17" S / 131° 01' 31,70" E
- 01° 18' 32,18" S / 131° 01' 31,70" E
- 01° 18' 34,65" S / 131° 01' 29,70" E

FREQUENCY (TX-RX)	POWER	Channel	HRS
156.800	50 Watt	16	07.00-22.00
156.450	50 Watt	9/71	07.00-22.00

Working hours:
Local Time (GMT + 9 hours)

Monday – Sunday:
07.00 – 22.00 Local Time

Government Radio Station

Name of Station/Call Sign : Sorong Radio / PKY 4

FREQUENCY	CLASS	POWER	HRS	GMT
8461	-	A1	00.00 (10.00	01.00 11.00)
2182	SSB	-	00.00	13.00
8802	SSB	-	09.00 (23.00	10.00 24.00)
6215.5	-	-	09.00 (02.00	09.30 03.00)
6506	SSB	-	06.00 (08.00	07.00 09.00)
				06.00

6337	SSB	A1	05.00	
			11.00	12.00
12 MC				
500/452			22.30	23.30

VHF CH. 16.

7. Details of Arrival Cable

The following information should be included in the cable:

1. Name of tanker/vessel and Radio Call Sign.
2. ETA in GMT and date (Local Time is GMT + 9 hours).
3. Cargo requirements.
4. Deballasting time.
5. Maximum loading rate.
6. If there is any sickness aboard or clean bill of health.
7. Any hull, bulkhead, valve or pipeline leaks on tanker/vessel which could effect loading or cause pollution.
8. Flange dimension of tanker/vessel manifold connection.

8. Arrival and Departure Requirement

INDONESIAN GOVERNMENT REGULATIONS ARE STRICTLY ENFORCED.

In accordance with practice in Indonesian ports, Quarantine, Immigration, Pilot and Call Sign Flags must be displayed by all tanker/vessel approaching the anchorage. These signals shall be displayed continuously until clearance is granted. The signals are as follows:

Sunrise to sunset: Quarantine Flag "Q"

Sunset to sunrise: Signal Lights (Red Over White)

The "N" flag should be flown until the Immigration Officer board the tanker/vessel. The "G" flag (request for Pilot) should be flown until the Mooring Master boards. The tanker/vessel should be also fly its Call Sign.

As soon as the Mooring Master boards, the "G" flag should be replaced by the "H" flag which signifies that the Pilot is aboard. The tanker/vessel may fly the "P" flag if it is going to sail within 24 hours.

The Boarding Team, which includes Indonesian Immigration, Custom and Harbour Master officials will board the tanker/vessel at Sorong anchorage to grant clearance.

The Boarding Team at Sorong requires the following documents to be prepared and ready on tanker/vessel arrival.

Harbour Master

- 2 copies of crew List.
- Certificate of Registry.
- Tanker/vessel's Construction Certificate.
- Load Line Certificate.
- Safety Radio/Telephone/Telegraph Certificate.
- Exemption Certificate.
- Cargo Gears Certificate.
- Deratting Certificate.
- International Oil Pollution Prevention Certificate (10 pp).

Quarantine

- 1 original and 1 copy of vaccinations.
- All yellow health books for checking.

Customs

- 1 original and 3 copies of Store List.
- 1 original and 3 copies of Personal Effects List.
- 1 original and 3 copies Bosun Store List.
- 1 original and 3 copies Narcotic List.
- 1 copy Bill of Lading.
- If no cargo on board – 1 original and 3 copies of NIL cargo statement signed by Captain.
- 3 copies of Crew List.

Each tanker/vessel entering the Port of Kasim must have requested and been granted Flag Dispensation prior to its arrival. At the same time application is made for Provisional Pratique through the Directorate of Quarantine and, if granted, a cable advice is sent to the Harbour Authorities. Forth Health Clearance is issued prior to the tanker/vessel's arrival and is also valid for departure clearance. If Provisional Pratique is not granted a Port Health Officer will be provided. All of the foregoing is arranged through and by the Agent.

Cigarettes, cigars, tobacco, matches, spirits, wine, beer, perfume, arms, ammunition and possibly other items have to lock up under Customs seal from time of arrival of tanker/vessel in port until time of leaving territorial waters. Subject to Custom's regulation, each person is allowed to bring 200 cigarettes or the equivalent in grams of tobacco or cigars. Special allowances are made for the master under special circumstances.

The Customs Officer will board the tanker/vessel at Sorong to seal the stores. If arriving from a foreign port, the Agent will prepare the General Cargo Declaration from stating the cargo on board the tanker/vessel and attaching appropriate shipping documents.

The Harbour master submits a Harbour Report Form for the Master to complete. The Agent prepares the tanker/vessel's documents checklist form to check the validity of each document. These documents are:

Certificate of Registry, Tanker/vessel's Construction Certificate, Load Line Certificate, Life Safety Equipment Certificate, Safety Radio/Telephone/Telegraph Certificate, Exemption Certificate, Cargo Gears Certificate, Derrating Certificate, and International Oil Pollution Prevention Certificate. This list is then delivered to the Harbourmaster with the following documents attached: Last port clearance, Crew List approved by Immigration Office. The Harbourmaster issues a port clearance at departure provided clearance is also granted by the other governmental authorities (A Panamanian port clearance for Panamanian flag tanker/vessel is not required at Kasim).

Prior to the tanker/vessel's departure the Immigration Official requires 2 copies of the Crew List to be marked for departure Immigration Clearance. The Master is given a signed copy by the Immigration Official of the Crew List for departure.

Crude Oil loading documents such as Bills of Lading, Quality Certificate, Quantity Certificate, Dry Certificate/Ullage Report, Time Loading Report, Certificate of Origin, Cargo Manifest and Master's Receipt for Documents/Samples are prepared at Kasim Marine Terminal. When the tanker/vessel has been loaded, the documents shall be completed and final clearance formalities will be carried out aboard the tanker/vessel, either at the wharf or in the anchorage area, as circumstances dictate.

9. Mooring and Unmooring

Tanker/vessel to be moored, anchored or maneuvered through the Sele Strait and at Kasim Marine Terminal will be boarded by the Mooring Master in the close vicinity of the recommended anchorage area.

The Mooring Master will advise the tanker/vessel's Master on approaches to the berth, mooring, unmooring, and all operations within the anchorage or mooring area. All such maneuvering of tanker/vessel shall be done only in accord with the advice of the Mooring Master, subject to the understanding that in all cases and circumstances the Master of the tanker/vessel being maneuvered shall remain solely responsible on behalf of his tanker/vessel's owners for the safety and proper maneuvering of his tanker/vessel. The tanker/vessel's Master, or one of his designated and qualified deck officers, must be on the navigating bridge at all times while the tanker/vessel is being maneuvered.

Tanker/vessels are requested to have a pilot ladder safely and securely rigged and ready for immediate use, and long enough to reach the mooring launch. A combination of pilot ladder and tanker/vessel's accommodation ladder, so arranged that personnel can first use ladder until part way up to the tanker/vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large tanker/vessel. A light line should be ready to take aboard the Mooring Master's equipment. There should be adequate lighting at night. Tanker/vessel will provide a lee for the Mooring Master both when boarding and leaving. During tanker/vessel's stay at the wharf emergency towing wires shall at all times be hung over the tanker/vessels bow and stern. These wires shall be secured on the bollards inboards to enable the tanker/vessel to be towed away should the need arise. They must be tended throughout to keep the eye of the wire not more than two feet above the water.

The tanker/vessel's Master is responsible to ensure that no communication by Radio is allowed within the terminal area. Unauthorized Radio Communication will be cause for cessation of all operations, except clearing of the berth, and tanker/vessel's notice of readiness will be immediately nullified.

The Master of each tanker/vessel will be given a copy of the CONDITIONS OF USE OF PORT OF KASIM MARINE TERMINAL, which he will be asked to sign. An example of this form enclosed as Appendix II.

WMCO of approximately 36.5 degrees API at 60 °F is available from the storage tanks.

After a tanker/vessel has berthed and pratique has been granted, a Terminal official will board to discuss loading arrangements. Before any crude is loaded all tanker/vessel's scupper's on main decks must be plugged and cemented oil tight. Approved mechanical means of closing scuppers may be accepted. The tanker/vessel's cargo tanks are inspected by KASIM officials and, if suitable for loading crude oil a signed notation to this effect will be made on the ullage certificate.

A loading rate of approximately 10,000 barrels per hour can be accomplished. It is absolutely essential that extremely careful supervision be exercised by officers of tanker/vessel while loading operations are in progress.

A responsible tanker/vessel's officer is required to be on duty continuously at a point near to the tanks being loaded. He will be assisted by an adequate number of tanker/vessel's personnel in these operations.

It is the responsibility of the tanker/vessel to ensure that all mooring lines are properly tended. KMT personnel will constantly check a tanker/vessel's mooring and at anytime may direct to be heaved tighter or slackened off under the supervision of a responsible tanker/vessel's officer, as circumstances warrant.

Duties on tanker/vessel board connected with maintaining mooring lines in a correct manner will be performed by the tanker/vessel's crew directed by a responsible officer as required by the Mooring Master. Loading of tanker/vessel is through Chiksan Loading Arms with 16" diameter ANSI 150# Manual Quick Coupling Flanges and/or 12" Flexible hose.

All tanker/vessel using Kasim Marine Terminal must be able to connect their manifolds to the 16" flanges and/or 12" Flexible hose. Masters are reminded it is the tanker/vessel's responsibility to provide such reducers as may be required to make the connection. The Mooring Master will report unsatisfactory conditions to THE COMPANY Field Operation Manager who may, in turn, reject the tanker/vessel until corrections are fully made. All costs accruing therefrom will be for the tanker/vessel's account. The services of the Mooring Master are provided upon the express understanding and conditions that when any Mooring Master provided goes on board a tanker/vessel for the purpose of assisting such tanker/vessel, he becomes for such purposes the servant of the owners of the tanker/vessel and THE COMPANY shall not be liable for any danger, or injury, resulting from any advice, or assistance, or actions given, or made, by such Mooring Master while on or in the vicinity, of the assisted tanker/vessel.

THE COMPANY Field Operation Manager, or his designated alternate, shall be the sole authority to decide when the port is closed due to unsuitable weather conditions preventing normal working operations. Various combinations of wind, sea, and tidal

conditions, also the size, length ballasted trim, and handling qualities of a tanker/vessel can effect the decision to berth a tanker/vessel at KMT.

All of these factors have to be evaluated before a final berthing decision is made. Delays to tanker/vessel using Kasim Marine Terminal due to the port closed because of bad weather conditions shall not be computed as used lay time when compiling tanker/vessel's turn around time.

Request for the Terminal to stop the flow of oil cargo at a predetermined tonnage must be in writing. The request must include the statement by the tanker/vessel's Master that THE COMPANY will not be held responsible for any error and that in case of the tanker/vessel being overloaded the excess cargo cannot be pumped back to the tank farm. Tanker/vessel's Master will also be held responsible for any oil spills caused by this request.

10. Disposal of Ballast

Owner and tanker/vessel's Masters are responsible to observe International Convention Laws and Indonesian Government Regulations concerning pollution of the sea, having particular regard for this area of the Sele Strait.

No facilities are available for disposal of dirty ballast.

It is the responsibility of the tanker/vessel's Master to see that no oil of any kind is pumped or spilled overboard from his tanker/vessel.

The categories of pollution include oily water from bilges, crude residual from previous voyages, or any other matter that may result in pollution of the sea.

Any fines imposed by governmental authority for pollution shall be the tanker/vessel's responsibility.

In the event that THE COMPANY has to settle any third party claims as a result of damages to property caused by pollution attributable in any way to the tanker/vessel's THE COMPANY will have the right to reimbursement by those responsible for the tanker/vessel for all expenses incurred.

In the event of oil spillage or pollution of the waters all labours and equipment costs for cleaning operations will be to the tanker/vessel's responsibility.

As soon as practical after arrival, all tanker/vessel will be inspected by a Kasim Marine Terminal official for dirty ballast. During discharge of ballast similar inspections will continue.

If evidence of oil appears at any of these inspections, the tanker/vessel will be rejected, and will not be accepted again until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If during inspection, or during progress of loading, it is revealed that tanker/vessel's tanks are not tight or that oil is leaking from the tanker/vessel, the tanker/vessel may be rejected or refused further loading.

If the tanker/vessel's tanks are found to be leaking, it will not be accepted for loading.

A tanker/vessel must have sufficient ballast for safe handling having due regard to existing weather and sea conditions. Also for safe passage through the Sele Strait. Through a careful watch of the weather and sea conditions, frequent exchange of information between tanker/vessel and terminal, and by knowledge of the behavior of his own tanker/vessel, a tanker/vessel's Master may come to the terminal with minimum of ballast and thus lessen any possibility of infringement of sea pollution regulations.

In addition to the lights usually displayed, the tanker/vessel at the wharf discharging ballast or loading cargo during darkness will brilliantly illuminate the sea around the tanker/vessel, so that any pollution will be noticeable.

Tanker/vessel equipped with a separate system of ballast tanks will be allowed discharge ballast, and load oil simultaneously, providing approval is first obtained from THE COMPANY's Mooring Master.

Most responsible tanker/vessel owners have adopted a system to tank cleaning using circulatory methods of transfer of tank washings with chemicals. This result is that no oil is discharged into the sea and oil separated is collected in a slop tank. With the written permission of lifting companies, the terminal will load on top of such slops. This system is highly recommended to avoid pollution of the Sele Strait.

Masters are warned that inspection of ballast is strict.

If, at any time overflow of crude oil occurs, loading will be suspended immediately, and not be resumed until the oil is cleaned and removed from the decks of the tanker/vessel, and/or from the surface of the sea, and any damage is repaired and no further danger exists. It is stressed that during loading operations, THE COMPANY's Mooring Master will immediately slow down the loading rate on receipt of a request for same from tanker/vessel's desk officer – in charge of loading.

All spillages of oil must be reported immediately to the Kasim Marine Terminal Field Operation Manager, or his alternate, and subsequently, a detailed report, in writing, submitted by the Master of the tanker/vessel concerned giving all relevant details.

11. Tanker/vessel Gear and Equipment

A tanker/vessel may be rejected, if, upon inspection, it is not properly equipped, or if it is not suitability manned, or if it has dirty ballast, or tanks unsuitable for the cargo.

A tanker/vessel is suitably manned if it has a full complement of qualified officers and a crew all of whom are in a sober condition, competent and willing to carry out their duties and orders.

A tanker/vessel must be equipped with a good working propulsion unit as passed the by appropriate survey society. Inoperative tanker/vessel, or partially inoperative tanker/vessels will be rejected. Should it become inoperative while at the wharf it will be removed at the tanker/vessel's expense.

No repairs are to be made while mooring and unmooring, or at the wharf without the express permission of the Field Operation Manager or his alternate.

A tanker/vessel must have both bower anchors in good working condition and in such sizes and mounts as to meet either "Lloyd" or A.B.S" standards although they may be, in

fact, classified by other societies. It is strongly recommended that anchors have proper anchor buoys attached to each anchor.

All tanker/vessel must carry suitable stoppers for all Manila or synthetic lines for mooring use.

To assist in tanker/vessel's turn around, tanker/vessel should have all necessary boom and cargo gear rigged and ready tanker/vessel is boarded by Mooring Master.

Tanker/vessel, which may consider the lifting capacity of their gear to be marginal, should strengthen their gear accordingly. A common way to do so is to rig a second topping lift on the boom.

A tanker/vessel's mooring ropes must be not less than 180 meters each.

12. Wind and Tides

Refer to Eastern Archipelago Pilot Vol. III

Water Depth: Variable with minimum of 45 feet.

Strength of Tide: Up to 4.5 knots.

Winds can reach a maximum of 75 m.p.h. during local storms and all tanker/vessel must make sure they carry sufficient ballast to be maneuverable in the restricted water of Sele Strait during these storms.

13. Safety and Fire Regulations

Safety and fire regulations will be strictly adhered to in accordance with the instructions and regulations, which appear in the pages that immediately follow.

The notice for instruction in case of fire will be posted in prominent locations on the export tanker/vessel by the person in charge or by his designated alternate.

The notice for Safety and Fire Regulations will be posted in prominent position on board the export tanker/vessel by the person in charge, or by his designated alternate.

Examples of these forms appear as attached.

14. Chart and Sailing Directions

Charts

1. Admiralty Chart No. 1420
2. Indonesian Local Charts No. 212, 213.

Sailing Directions

Eastern Archipelago Pilot Vol. III

15. Walio Mix Crude Oil Analysis

Walio Mix Crude Oil Analysis

API Gravity	37.4
Reid Vapour Pressure at 100 °F	4.7 Psi
Sulphur Content	0.689%wt
Kinematic Viscosity at 100 °F	3.538 cSt
Pour Point	0 °C
BS & W	0%Vol
Flash Point "ABEL"	Below 0 °C

16. Mooring Launches and Tugs

For running lines as required, the following Mooring Launches will be available:

M.B. "KIRSTEEN" or alternate

M.B. "GILLIAN" or alternate

For assisting in berthing and un-berthing, two harbour tugboats (4000 HP and 3600 HP) are kept on station at Kasim Marine Terminal.

17. Removal of Wrecks

Should any tanker/vessel, or craft, sink or become an obstruction in any part of the port, or approaches thereto, or the area of the submarine pipeline, THE COMPANY shall be empowered, and shall have the right, to take steps that it may deem necessary to remove the obstruction, without notice to the owners. All expenses of such removal shall be borne by the tanker/vessel, or craft, or by those owning it at the time of the accident causing the obstruction and THE COMPANY shall be entitled to reimbursement by them for any such expenses, which may incur.

I understand and accept fully the contents of this Port Information and Regulation with no exceptions including any modification and/or addition that might be made in the future by the time of any implementation/exercise any part or whole of this Port Information and Regulation.

Time and Date:

Signed:

Master:

APPENDIX I
ACT OF THE REPUBLIC OF INDONESIA
NO. 32 OF 2009
CONCERNING
BASIC PROVISIONS FOR THE MANAGEMENT OF LIVING ENVIRONMENT
SECTIONS VII
PENALTIES FOR POLLUTION
ARTICLE 98, 99, and 100

Article 98

1. Whosoever intentionally does an action which causes exceed of ambient air quality standards, water quality standards, sea water quality standards, or standards criteria of damage the living environment, under the provisions of this and other acts shall be liable to punishment of imprisonment to a minimum of 3 years, and maximum of 10 years and a fine to a minimum of Rp. 3,000,000,000.- and maximum of Rp. 10,000,000,000.-
2. If whosoever does and action stated in Paragraph (1) caused injury and/or damaging human health to person(s), under the provisions of this and other acts shall be liable to punishment of imprisonment to a minimum of 4 years, and maximum of 12 years and a fine to a minimum of Rp. 4,000,000,000.- and maximum of Rp. 12,000,000,000.-
3. If whosoever does and action stated in Paragraph (1) caused heavy injury or death to person(s), under the provisions of this and other acts shall be liable to punishment of imprisonment to a minimum of 5 years, and maximum of 15 years and a fine to a minimum of Rp. 5,000,000,000.- and maximum of Rp. 15,000,000,000.-

Article 99

1. Whosoever through negligence does an action which causes exceed of ambient air quality standards, water quality standards, sea water quality standards, or standards criteria of damage the living environment, under the provisions of this and other acts shall be liable to punishment of imprisonment to a minimum of 3 years, and maximum of 10 years and a fine to a minimum of Rp. 3,000,000,000.- and maximum of Rp. 10,000,000,000.-
2. If whosoever does and action stated in Paragraph (1) caused injury and/or damaging human health to person(s), under the provisions of this and other acts shall be liable to punishment of imprisonment to a minimum of 4 years, and maximum of 12 years and a fine to a minimum of Rp. 4,000,000,000.- and maximum of Rp. 12,000,000,000.-
3. If whosoever does and action stated in Paragraph (1) caused heavy injury or death to person(s), under the provisions of this and other acts shall be liable to punishment of imprisonment to a minimum of 5 years, and maximum of 15 years and a fine to a minimum of Rp. 5,000,000,000.- and maximum of Rp. 15,000,000,000.-

Article 100

1. Whosoever does a violation to quality standards of waste water, emission, or disturbance, under the provisions of this and other acts shall be liable to punishment of imprisonment to a maximum of 3 years and a fine to a maximum of Rp. 3,000,000,000.-
2. Punishment that stated in Paragraph (1) only applied if administrative sanctions that has been imposed not be obeyed or violation is done more than once.

APPENDIX II
PETROGAS (BASIN) LTD.
CONDITIONS OF USE OF PORT KASIM MARINE TERMINAL

All facilities and assistance of any sort, whosoever provided by the COMPANY in connection with the port, whether or not any charge is made by THE COMPANY therefore are provided subject to the following conditions:

1. Neither the COMPANY nor its servants (in whatsoever capacity they may be acting) shall be responsible for any loss, damage or delay from whatsoever cause, arising in consequences and in consequence of any assistance, advice, or instructions, whatsoever given, or tendered, in respect of any tanker/vessel, whether by way of pilotage, or berthing services, the provision on navigational facilities, including buoys or other channel markings, or other wise. In all circumstances the Master of any tanker/vessel shall remain solely responsible.
2. While THE COMPANY endeavours to ensure that the berth, premises, facilities, property, gear, craft to use them, no guarantee of such safety or suitability is given, and THE COMPANY shall not be responsible for any loss, damage, or delay of any sort that may be sustained by, or occur to any tanker/vessel, or her Owners, or her cargo, or any part thereof, (whether such cargo is on board or in the course of loading or discharging) by whomsoever, or whatsoever cause, such loss, damage or delay is the part of any servant or agent of THE COMPANY, or by any fault or defect in THE COMPANY berth, premises, facilities, property, gear, craft or equipment of any sort.
3. THE COMPANY will not be responsible for any loss, damage or delay, directly caused by, or arising from strikes, lockouts, or labour disputes, or disturbances whether THE COMPANY or its agents are parties thereto or not.
4. If in connection with, or by reason of the use by any tanker/vessel of a berth, premises, gear, or of any gear, or equipment provided by THE COMPANY, any damage is caused any such berth, premises, gear, or equipment, craft, or other facility, or property, from whatsoever cause such damage may arise, and irrespective of whether or not such damage has been caused or contributed to by the negligence of THE COMPANY or its servants, and irrespective of whether there has been any neglect, or default of the tanker/vessel, or the Owners, in any such case the tanker/vessel and the Owners shall hold THE COMPANY harmless from, and indemnified against all such damage, and against all loss sustained by THE COMPANY consequent thereon. Further, the tanker/vessel, and her Owners shall hold THE COMPANY harmless from, and indemnified against / all and any claims, damages cost and expenses arising out of any loss, damage or delay caused to any third party by the tanker/vessel, or by her Master, or crew, or by any other servants, or agent of the Owners.
5. If any tanker/vessel sinks, or grounds, or otherwise becomes in the opinion of THE COMPANY an obstruction or danger in any part of the port, or the approaches thereto, and the Owner of the tanker/vessel fails to remove the obstruction or danger within a period to be stipulated by THE COMPANY. THE COMPANY shall be empowered to take any steps it may deem to be necessary to remove the obstruction or danger, and any expenses of such removal shall be recoverable from the Owner of the tanker/vessel at the time of the accident causing the danger or obstruction.

6. The Master, or the person in charge of the tanker/vessel, shall from time to time, place, transport, and remove the tanker/vessel at, or from the berth as the KASIM MARINE SUPERINTENDENT or any servant of Petrogas (Basin) Ltd. in charge of THE COMPANY premises and COMPANY property shall reasonably require for the proper and efficient use of the same.
7. These conditions shall be construed according to the law of INDONESIA and if so required by THE COMPANY the tanker/vessel and her Owners shall submit to the jurisdiction of the INDONESIA Courts.

I hereby acknowledge receipt of a copy of the CONDITIONS OF USE OF PORT OF KASIM MARINE TERMINAL from Petrogas (Basin) Ltd., Papua Barat, INDONESIA, and agree to comply with it in all respect.

APPENDIX III FIRE INSTRUCTIONS

IN CASE OF FIRE DO NOT HESITATE TO RAISE THE ALARM



PETROGAS (BASIN) LTD.

KASIM MARINE TERMINAL

NOTICE:

To be posted in all

Prominent locations on

Tanker/vessel

And Kasim Marine Terminal

TANKER/VESSEL FIRE ALARM

One or more blast of not less than ten seconds duration, supplemented by a continuous sounding of general alarm system. Immediately notification by radio to Kasim Marine Terminal. Kasim Marine Terminal will advise the Pump Station and all other tanker/vessel and boats in the area.

KASIM MARINE TERMINAL FIRE ALARM

At Kasim Marine Terminal: The fire alarm signal is a continuous siren. Immediate notification by voice radio to tanker/vessel at Mooring buoys, and to all other tanker/vessel and workboats in the area.

Fire at Kasim Marine Terminal: You will be advised, and if necessary then instructed to cease all cargo operations and then close all valves standby to disconnect hose, bring engines to immediate standby and crew to standby ready to unmoor.

Action – Fire Kasim Marine Terminal: Raise Alarm, cease all cargo operations and the close all valves, fight fire and prevent fire spreading, standby to disconnect hose, inform all tanker/vessel, Kasim Terminal Emergency Procedure is immediately effective.

IN CASE OF FIRE

KASIM MARINE TERMINAL WILL DIRECT MOVEMENT OF TRAFFIC

Safety Requirements



PETROGAS (BASIN) LTD.

KASIM MARINE TERMINAL

The Master,

MT Date:

Safety Requirements

Kasim Marine Terminal Responsibility for the safe conduct of operations on board your tanker/vessel while alongside our Terminal rests with you as Master. Nevertheless, since our personnel, property and other facilities may suffer serious damage in the event of an accident aboard your tanker/vessel, we wish, before operations start, to seek your full cooperation and understanding on the safety requirements set out in the Tanker/vessel/Shore Safety Check List.

These safety requirement have been drawn up by a number of International Terminal Operation in conjunction with a representative section of the International tanker/vessel accepted by the oil and tanker/vessel industries. We, therefore, expect you and all under your command to adhere strictly to them throughout your stay alongside this terminal. We, for our part, will ensure that our personnel do likewise and cooperate fully with you in the mutual interest of safe efficient operations.

In order to assure ourselves of your compliance with these safety requirements, we shall, as soon as practical after your arrival instruct a member of our safety staff to visit your tanker/vessel and, after reporting to you and your deputy join one of your officers in an inspection tour of your cargo decks and accommodation spaces to complete the Tanker/vessel/Shore Safety Check List prior to the commencement of loading operations.

If you observe any infringement on board your tanker/vessel of any these safety requirements we shall bring this immediately to the attention of yourself or your deputy for corrective action. If such action is not taken in a reasonable time, we shall adopt such measures as to appear to us most appropriate to deal with the situation and shall notify you accordingly.

If you observe any infringement of these requirements by Terminal Staff, whether on the jetty or on board your tanker/vessel, please bring this immediately to the notice of our representative by Terminal Staff, whether on the jetty on board your tanker/vessel. Please bring this immediately to the notice of our representative who is nominated as your contact during your stay in port. Should you consider any immediate threat the safety.

Terminal Safety and Fire Inspection:

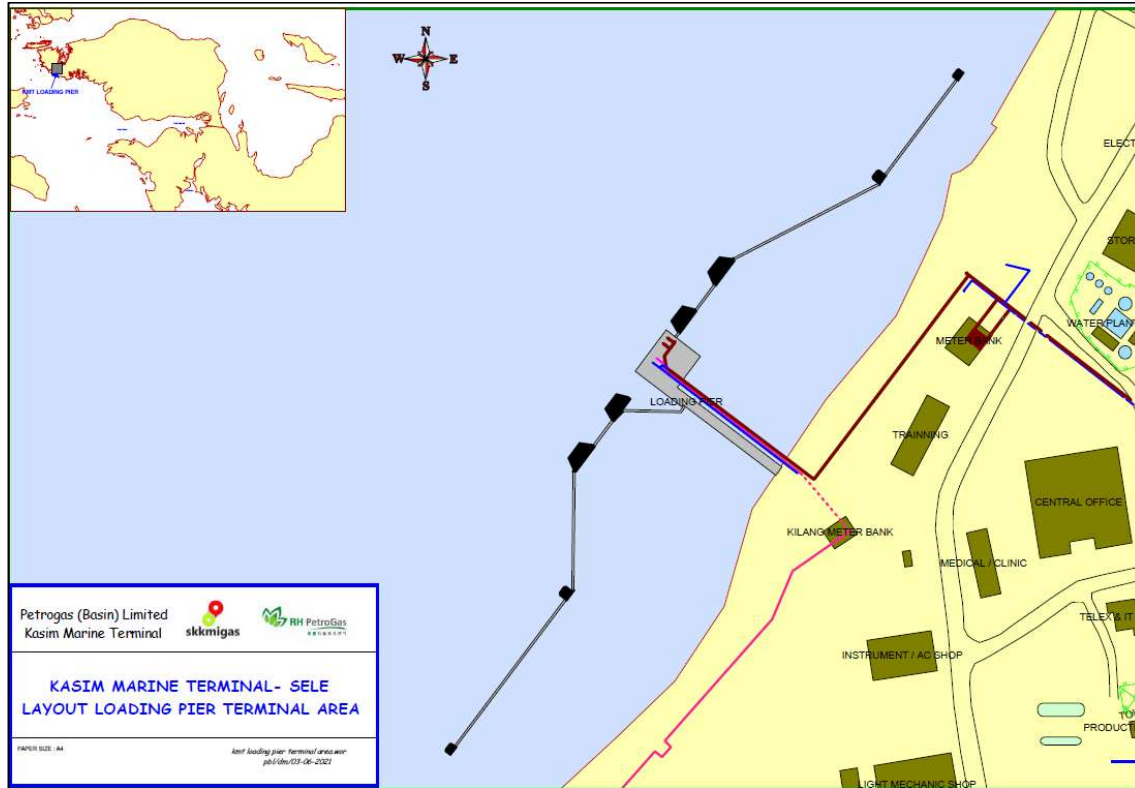
It is the duty of the Mooring Master to make periodical inspections onboard tanker/vessel in respect of any breach of the Terminal Safety and Fire Regulations. For this purpose he must be allowed free access to all parts of the tanker/vessel at all times and must be accompanied by a responsible Tanker/vessel's Officer to assist him in carrying out such inspections. The Mooring Master will advise the Tanker/vessel's Master when he wishes to make a safety inspection. It is the responsibility of the Tanker/vessel's Master to ensure that the Mooring Master is given every assistance to carry out his duty.

In addition to the above, and in order to ensure safe loading, safety personnel will make continuous gas tests and safety inspections throughout the tanker/vessel during loading operations, should any hazards be noted, the Loading Master will be notified who in turn notify the Tanker/vessel's Master or designated alternate and take immediate steps to determine and eliminate the cause of the hazard, in the case of dangerous gas accumulations, loading operations will be stopped and resume only when declared safe by Fire/Safety personnel.

Overflow or Escape of Oil Into Water:

In the event of an overflow and/or escape of oil into the water, loading will be suspended immediately. Loading will not be resumed until the area has been cleared of oil and conditions declared safe. All boats in the area must be immediately advised and warned to ensure that all necessary precautions are observed.

APPENDIX IV LAYOUT KASIM MARINE TERMINAL



CRITICSM AND SUGGESTION FORM

Date :
Name :
Address :
Criticism/suggestion :