

# **MARINE TERMINAL INFORMATION BOOKLET**

**PERTAMINA FUEL TERMINAL SAMARINDA**

| Pertamina Trans Kontinental – Port Samarinda |                                        |         |              |
|----------------------------------------------|----------------------------------------|---------|--------------|
| Oil Terminal<br>Samarinda                    | Marine Terminal<br>Information Booklet | Issued  | Oktober 2022 |
|                                              |                                        | Revised | 0            |

### **In Case of Emergency**

Emergency Response Number : 119

Fire Service (Dinas Pemadam : (0541) 742492

Kota Samarinda)

Nearest Hospital : - Rumah Sakit Dirgahayu (0541) 742161  
- Rumah Sakit Hermina (0541) 2090707

Police (POLRESTA KOTA : (0541) 742434  
SAMARINDA)

### **Terminal Address and Phone Number**

Port Samarinda, Slamet Riyadi Street, Teluk Lerong Ulu Village

Sungai Kunjang Sub-district, Samarinda Regency, East Kalimantan, Indonesia

### **Radio Contact(s)**

VHF Channel 9 – Marine Operation

VHF Channel 16/70 – Distress/Safety/Calling

### **Harbour Master/Port Authority**

Kantor Kesyahbandaran dan Otoritas Pelabuhan Kelas II Samarinda (Telephone : (0541) 742425)

### **Agent(s)**

Hendra P (Telephone : +62 813-4646-3002)

Eko Susanto (Telephone : +62 823-5112-8766)

### **Pilots**

Pelindo 4 Cabang Samarinda (Telephone : [\(0541\) 741615](tel:0541741615) )

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## PREFACE

This booklet is addressed to the Masters, owners, operators, and agent of vessels that call at the Pertamina Oil Terminal Samarinda. This booklet contains information that is applicable to the Pertamina Oil Terminal Samarinda and is not represented as complete in every aspect of safe and pollution- free cargo-transfer operations.

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 : Pertamina Oil Terminal Samarinda  
 Operator : Pertamina Trans Kontinental – Port Samarinda  
 Street Address : Jl. Slamet Riyadi RT 040, Kelurahan Teluk Lerong Ulu, Kecamatan Sungai Kunjang Kota Samarinda  
 Town : Samarinda  
 State : East Kalimantan  
 Zip : 75243

### 1.2 JETTY DESCRIPTION

Pertamina Oil Terminal Samarinda is a private terminal owned by PT. Pertamina Patra Niaga – Fuel Terminal Samarinda and operated by Pertamina Trans Kontinental – Port Samarinda. The Pertamina Oil Terminal Samarinda is a part of Samarinda Port, has Two Jetty. Jetty 1 is capable of unloading fuel products from the ships or barges. Jetty 2 is capable of loading fuel products to the ships. The berths are pile-supported concrete cap jetties situated along the Mahakam River. Jetty 1 is fully operational 24 hours a week. Operational time of jetty 2 is between 06.00 A.M – 10.00 P.M. Maximum LOA of Ship will be berth at Jetty 1 is 120 meter, and Jetty 2 is 45 meter.

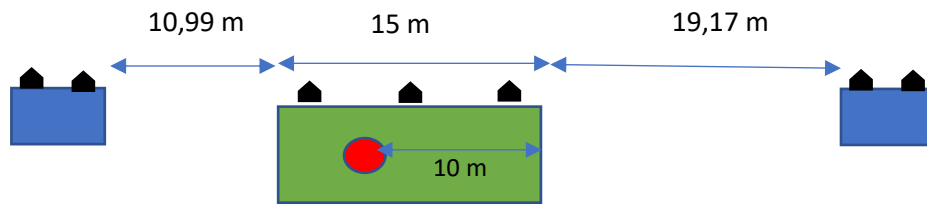
### 1.3 JETTY DATA

#### 1.3.1 JETTY 1

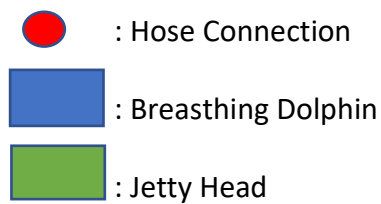
Type : Dolphin  
 Safe Draft : 12 meter  
 Min-Max DWT of Ship : Max. 6500 ton  
 Min-Max LOA : Max. 120 meter  
 Minimum Parallel Body Length : Min. 45 Meter  
 Max. Height of Manifold from Water Line : 4 meter  
 Geographic Position : 00° 30' 06.00" S/117° 07' 36.10" E  
 Under normal condition it is capable of handling the following product(s) :

| No | Product              | Hose / L. Arm | Rate / Hours |       |
|----|----------------------|---------------|--------------|-------|
|    |                      |               | Load         | Disch |
| 1  | Pertalite / Pertamax | Hose 6"       | -            | 300   |
| 2  | Biosolar             | Hose 6"       | -            | 300   |
| 3  | MFO (PLN Line)       | Hose 6"       | -            | 100   |

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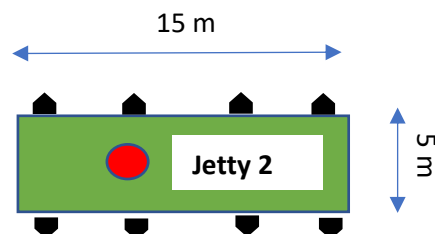
*Layout Jetty 1*



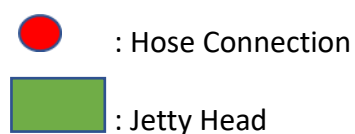
### 1.3.2 JETTY 2

|                                                                             |                                      |
|-----------------------------------------------------------------------------|--------------------------------------|
| Type                                                                        | : T-Type                             |
| Safe Draft                                                                  | : 7 meter                            |
| Min-Max DWT of Ship                                                         | : Max. 200 ton                       |
| Min-Max LOA                                                                 | : Max. 45 meter                      |
| Max. Height of Manifold from Water Line                                     | : 3 meter                            |
| Geographic Position                                                         | : 00° 30' 06.00" S/117° 07' 36.10" E |
| Under normal condition it is capable of handling the following product(s) : |                                      |

| No | Product               | Hose / L. Arm | Rate / Hours |       |
|----|-----------------------|---------------|--------------|-------|
|    |                       |               | Load         | Disch |
| 1  | Pertalite / Pertamina | Hose 3"       | 70           | -     |
| 2  | Biosolar              | Hose 3"       | 70           | -     |



*Layout Jetty 2*



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#### 1.4 CONTROLLING UKC

As the date of this revision, the following maximum UKC apply to Pertamina Oil Terminal Samarinda. Every vessel calling to Pertamina Oil Terminal Samarinda shall maintain her controlling UKC not exceed:

|                                                            |                                                                                                                                      |
|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Restricted Water, Port Approaching, Harbour -Transit (SBE) | 10% of static draft                                                                                                                  |
| While Alongside                                            | <ul style="list-style-type: none"> <li>- Breadth &lt; 20 m = 0,3 m</li> <li>- Breadth &gt; 20 m = 1,5% of the ship's beam</li> </ul> |

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

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

#### 1.5 SHIP TRANSIT THROUGH MAHAKAM RIVER CHANNEL

##### 1.5.1 POSITION AND FUNCTION

Samarinda (0° 30' 17.9028" S / 117° 9' 1.4292" E), on mainland of East Kalimantan. It has many oil terminals. Samarinda port also plays vital role in export/import trading of various commodities. Alongside Mahakam river, there are a lot of traditional fishing boat, coal barge, traditional vessel transport.

##### 1.5.2 APPROACH AND ENTRY

The minimum depth of navigation channel is 4.4 meters (LWS) with a sailing-channel length of 51.458 Nautical Miles (NM) or 95.3 Kilometers (Km), with an average tide of 1.6 meters.

Ref : KP 722 Tahun 2018

##### 1.5.3 WEATHER AND CLIMATE

###### Tidal

|                               |                |
|-------------------------------|----------------|
| Highest Water Spring (HWS)    | : 2.47 m (LWS) |
| Mean Higher Water Spring      | : 2.39 m (LWS) |
| Mean Lower High Water Spring  | : 1.78 m (LWS) |
| Mean Sea Level                | : 1.11 m (LWS) |
| Mean Higher Lowe Water Spring | : 0.45 m (LWS) |
| Mean Lower Water Spring       | : 0.11 m (LWS) |

###### Wind

|                |                    |
|----------------|--------------------|
| Max Wind Speed | : 1.54 – 14.39 m/s |
|----------------|--------------------|

###### Temperature

|                     |                   |
|---------------------|-------------------|
| Average Temperature | : 24.39 – 33.61 C |
|---------------------|-------------------|

##### 1.5.4 ANCHORAGE AREA

**Zona A for anchoring location waiting for high tide and state ship area which is limited by coordinate points**

|          |                                        |
|----------|----------------------------------------|
| Position | : 00° 59' 36.00" S / 117° 14' 35.00" E |
|          | 00° 58' 54.00" S / 117° 14' 35.00" E   |
|          | 00° 58' 54.00" S / 117° 18' 32.00" E   |
|          | 00° 59' 36.00" S / 117° 18' 32.00" E   |

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Draft : 3.2 – 7.6 Meter

**Zona B for location waiting to dock in the alternative anchorage area which is limited by the coordinate points**

Position : 00° 59' 20.28" S / 117° 20' 30.76" E  
00° 59' 03.55" S / 117° 20' 47.60" E  
00° 59' 10.78" S / 117° 20' 54.51" E  
00° 59' 26.81" S / 117° 20' 37.31" E

Draft : 8.1 – 15.2 Meter

**Zone C for the anchored location of Muara Pegah is limited by the coordinate points**

Position : 00° 51' 41.99" S / 117° 18' 07.74" E  
00° 51' 42.00" S / 117° 18' 16.47" E  
00° 51' 09.30" S / 117° 18' 21.94" E  
00° 51' 09.28" S / 117° 18' 13.03" E

Draft : 4.4 – 8.1 Meter

**Zone G for the location before the Mahakam bridge is limited by the coordinate points**

Position : 00° 31' 03.72" S / 117° 07' 18.22" E  
00° 31' 02.77" S / 117° 07' 15.19" E  
00° 30' 53.55" S / 117° 07' 18.09" E  
00° 30' 54.50" S / 117° 07' 21.12" E

Draft : 11.8 – 21.80 Meter

## 1.6 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

### 1.6.1 SHIPS

| Forward    |              |              | After       |              |              |
|------------|--------------|--------------|-------------|--------------|--------------|
| Head Lines | Breast Lines | Spring Lines | Stern Lines | Breast Lines | Spring Lines |
| 2          | 2            | 2            | 2           | 2            | 2            |

### 1.6.2 EXCEEDING MINIMUM MOORING

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

## 1.7 PILOTAGE

Pilotage is compulsory. Vessel calling at Samarinda Port has to confirm their arrival time to Marine Operation Station at least 8 hours before arrival and 4 hours before departure. Vessel shall report to Samarinda Marine Operation Station on VHF Ch 09.

## 1.8 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 waters of Samarinda.

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| No | Ship's LOA (m) | Number of Tugs | Min. Total Power (HP) |
|----|----------------|----------------|-----------------------|
| 1  | 70 – 100       | 1              | 2000                  |
| 2  | 100 – 250      | 2              | 6000                  |
| 3  | >250           | 3              | 11000                 |

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

### 1.9 BERTHING MANEUVERS

Vessel need to approach the dock at an approximate angle of 5 degrees or less. Velocity cannot exceed 0.2 knots.

All vessel calling on, attending to or are under contract providing support to or at any Pertamina Oil Terminal Samarinda will ensure that “Hand Steering” is used when approaching the terminal or facility for berthing. The use of “auto” pilot is prohibited unless permission is given by the terminal. Nothing in this requirement shall prevent the Master from taking such action deemed necessary and prudent, in the ordinary practice of good seamanship, for the safety of the vessel or crew.

### 1.10 PRE-ARRIVAL INFORMATION

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

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

The required information shall be sent to the following :

Pertamina Marine Operation Samarinda email address:

[samarinda.region6@gmail.com](mailto:samarinda.region6@gmail.com)

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## SECTION II

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

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

#### 2.2 ELECTRICAL STORMS

When an electrical storm is in the vicinity, all cargo discharge or loading operations will temporary stop. 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 PERSONEL PROTECTIVE EQUIPMENT (PPE)

Contractors are required to follow the Pertamina Oil Terminal Samarinda policy while on the berth. While onboard their vessel, the crew are allowed to follow their own company policies. The Pertamina Oil Terminal Samarinda policy requires the following:

- Hard Hat (Safety Helmet)
- Safety Shoes
- Coverall
- Life Jacket

#### 2.4 COMMUNICATIONS

During the pre-transfer conference, a handheld UHF terminal radio set to Channel 9 will be issued to PIC of ship/barge. Terminal operation personnel will have similar radios monitoring the same channel. The following will be required of the vessel :

- The radio will kept on at all times and in the possession of a person who understand and speaks either English or Bahasa Indonesia
- If radio fails, the secondary means of communication shall be agreed before cargo operation start (i.e telephone; other VHF channel or sound signals)

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Radio check must be conducted every hour to ensure communication are working.

## 2.5 RESPONSIBILITY OF OWNER AND MASTER

The owner and/or the operator of vessel, as well as the Master of each vessel using the terminal facilities, is responsible for condition of the 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 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 confirm to the latest editions of the *International Safety Guide of Oil Tankers and Terminal (ISGOTT)* and *Mooring Equipment Guidelines (MEG)* as well as all applicable international, national and regional regulations.

## 2.6 VESSEL COMPLIANCE AND TERMINAL SAFETY INSPECTION

All ships and barges loading or unloading at the Pertamina Oil Terminal Samarinda 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 the berth. This also applies to all other government agency reserves the right to cease operations and ask the vessel to leave the berth if any safety or compliance issues are noted.

## 2.7 PRE-TRANSFER CONFERENCE

Before the transfer of any cargo, a conference will be conducted between the vessel PIC and 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.
- Quality of Inert Gas System if available.
- Venting method.
- Whether or not the cargo include toxic component for example H<sub>2</sub>S, benzene, lead additives or mercaptans.
- Cargo characteristic.
- Restrictions for transfer operations both shore and ship.
- Ballast/deballasting.
- Applicable security measure for current Security Level.

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## 2.8 SHIP/SHORE SAFETY CHECK LIST

A ship/shore safety check list must also be completed to meet the requirements of ISGOTT. This is to be completed in conjunction with a ship's officer by the Pertamina Marine Inspector.

## 2.9 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**

## 2.10 TERMINAL SMOKING REGULATIONS

Smoking is prohibited within the terminal property.

## 2.11 HEALTH AND ENVIRONMENTAL HAZARDS ASSOCIATED WITH CARGO

Vessel should have available on request and MSDS the cargoes being transferred. Information in 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.

## 2.12 CARGO TRANSFER

Cargo transfer operation shall comply with the ISGOTT recommendation at all times. 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

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volatile cargo, all cargo tank lids should be closed and secured. Closed oil cargo transfer is required throughout the operations.

Cargo tank lids or coamings should be clearly marked with the number and location (port, centre, or starboard) of the tank they serve.

Vessel shall refer to berth information on previous pages to see connection used, rate of loading and discharge working pressure for each grades. Before arriving at the Pertamina Oil Terminal Samarinda, all equipment on 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 directly 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.

### **2.13 PERSON IN CHARGE (PIC)**

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

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

### **2.14 REQUIREMENTS DURING TRANSFER**

Pertamina Oil Terminal Samarinda 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.
- Gangway and nets must be attended regularly throughout the operations.
- 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 arounds 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.

### **2.15 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.

### **2.16 VESSEL-TO-SHORE VOLUME COMPARISONS**

Vessels either loading or unloading will conduct periodic volume and flow rate comparisons with the terminal. Frequency and timing of these comparisons will be

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discussed and agreed upon during the pre-transfer conference. If there is a difference greater than 10%, the transfer will be stopped until the difference is reconciled.

#### **2.17 TANK CLEANING/TANK ENTRY**

Tank cleaning is not allowed at any time the vessel is alongside the Pertamina Oil Terminal Samarinda. Any tank entry must be pre-approved by the terminal.

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## SECTION III

### SAFETY AND SECURITY INFORMATION

#### 3.1 EMERGENCY DEPARTURE

During an emergency situation at the Pertamina Oil Terminal Samarinda a vessel may be required to leave the berth on short notice. Masters will ensure that the vessel is ready at all times to sail on short notice after cargo hoses are disconnected. Immobilization of vessel during berthing 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 siren 4 x 30 seconds. Firefighting at the Pertamina Oil Terminal Samarinda is done by the Pertamina Samarinda Fire Brigade. There are fire extinguishers located at the berths. These include wheeled units as well as handled extinguishers.

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

##### 3.2.3 FIRE AND SMOKING SAFETY NOTICES

Warning notices 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 situation is considered to have arisen when any of the following occur:

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

As soon as an emergency situation is declared over the radio or continuous prolonged whistle/ general alarm sound where each blast shall not be less than 60 second, the vessel shall immediately cease all transfer operations, secure the deck, and stand by to drain and disconnect all hoses. Resumption of the transfer will begin only with the agreement between vessel and terminal personnel.

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### 3.4 TERMINAL SECURITY

Access to the Pertamina Oil Terminal Samarinda 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 Security Section of PT. Pertamina Patra Niaga – Fuel Terminal Samarinda. Listed below are the requirements for entrance to the Pertamina Samarinda Terminal.

1. Contractor list and visitor list must be faxed to terminal 24 hrs before 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 Pertamina Samarinda Terminal rules and regulations concerning safety must be adhered to by personnel entering the jetty area.

### 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

Permission to take photographs is given by the PT. Pertamina Patra Niaga – Fuel Terminal Samarinda - HSSE Department and will only be approved under special circumstances.

### 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 Pertamina Oil Terminal Samarinda. This includes radios, pagers, cell phones, portable lighting, or any other equipment that is electrical but not approved for used in hazardous areas.

### 3.9 SHORE LEAVE

Shore leave is permitted at Pertamina Oil Terminal Samarinda with following restriction.

- Terminal provides walkway along the shore for crews who leave from jetty to front gate.
- Shore leave crew shall at least wear long sleeve shirt, safety helmet and safety shoes.
- Obey all safety rules and signs within terminal areas.
- Do not smoke within terminal areas and offices.
- Do not touch the terminal operational equipment.
- Switch off hand phone and other electronic devices.
- Report all incidents to the nearest terminal office or staff.

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- No photograph.
- No firearms, cold steels, matches, lighters, and other destructive weapon.
- Do not incite fighting and no horseplay.
- No drugs, narcotics, alcohol and other intoxicated substances.
- In case of emergency, please muster to nearest the Assembly Point.
- Emergency Signal within the terminal is prolonged siren frequency 4x30 seconds.

Vessel shall maintain at all times sufficient crew not less than 2/3 of ship's complement onboard to deal with emergency.

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## SECTION IV

### ENVIRONMENTAL INFORMATION

#### 4.1 PRODUCT CONTAINMENT

##### 4.1.1 JETTY

The Pertamina Oil Terminal Samarinda has a oil containment area encompassing the manifold platform and containment trays at the receipt headers.

##### 4.1.2 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.

#### 4.2 POLLUTION RESPONSE

In accordance with federal and state-mandated oil spill response measures, the terminal is equipped with containment boom and other spill response equipment, which can be readily deployed in the case of an oil spill. Response vessels, as required, will be provided by Pertamina Marine Operation Samarinda - Oil Spill Response Team. Any vessel moored at the Pertamina Oil Terminal Samarinda is required to have and maintain all pollution control equipment for use in case of an oil spill.

##### 4.2.1 POLLUTION REPORTING PROCEDURES

In the event of any oil spill into the water, vessel shall inform Pertamina Marine Operation Samarinda 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 the Terminal Supervisor

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 contact 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 Pertamina Marine Operation Samarinda.

##### 4.2.2 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 Pertamina Oil Terminal Samarinda approval before restarting the transfer.

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#### **4.3 GARBAGE RECEPTION**

There is no garbage reception facilities in the Pertamina Oil Terminal Samarinda. Maybe you can contact third party in the local area to treat your garbage.

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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. 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 Pertamina Oil Terminal Samarinda 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 alongside the Pertamina Oil Terminal Samarinda. Any repairs or maintenance not requiring hot work must be pre-approved by the terminal. A list of any additional personnel and parts required to complete the repairs must be supplied to the terminal before 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 launch.

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 without permission from the terminal. The operator of the craft must be fully aware of all safety rules and regulation applying to the vessel/terminal and must comply.

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### 5.5 BUNKERING/FUELING

There is not available bunkering facility from the Jetty. Make sure your bunker is enough when your vessel operated in Pertamina Oil Terminal Samarinda.

### 5.6 FRESH WATER

Fresh water supply is not available from the Jetty. Make sure your fresh water is enough when your vessel operated in Pertamina Oil Terminal Samarinda.