

## PT. TPPI-TUBAN TERMINAL/PORT INFORMATION

Update: 21 JULY 2025



### 1. OFFICIAL ADDRESS:

PT. TRANS PACIFIC PETROCHEMICAL INDOTAMA - Tuban Site

ADDRESS : JL. Tanjung Awar-awar Ds. Remen - Tasik Harjo Kec. Jenu Kab. Tuban 62523.  
Tuban - East Java, INDONESIA

PHONE : +62 356 491031 Ext. Marine Control Building 2300, 2306, CCB Offsite Marine 2609,  
2639, Mobile Phone Marine SPV Duty: +62 811 3113 6686

FAX : +62 356 491030

EMAIL : [marine.spv@tppi.co.id](mailto:marine.spv@tppi.co.id) (for Marine Operation TPPI)

Coordinates : Latitude 06° 45, 80' South longitude 111° 57, 30' East.

### 2. ISPS CODE COMPLIANCE :

Status : Terminal Comply with ISPS Code (Certificate No. 002-0218-DN)

IMO Port Facility Number: IDTBN - 0001

#### o PORT FACILITY SECURITY OFFICER (PFSO):

Name Of PFSO : Colil Andi Djatmiko

Address : JL. Tanjung Awar-awar Ds. Remen - Tasik Harjo Kec. Jenu  
Kab. Tuban 62523. Tuban - East Java, INDONESIA

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E-mail : [colil.andi@tppi.co.id](mailto:colil.andi@tppi.co.id)

Hand phone : +62 812-8266-6285

#### o PORT SECURITY COMMITTEE (PSC):

Name Of PSC : Capt. Subuh Fakkurochman S.E., M.H., M.Mar

Address : Jl. Pelabuhan Sedayu Lawas 01 Brondong - Lamongan

Telepon/Fax : +62 322 - 662080 / +62 322 - 662814

E-mail : [kanpel\\_brondong@yahoo.co.id](mailto:kanpel_brondong@yahoo.co.id)

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○ **PORT SECURITY OFFICER (PSO):**

Name Of PSO : Bobby Mulya Kusuma  
 Address : Jl. Pelabuhan Sedayu Lawas 01 Brondong - Lamongan  
 Telepon/Fax : +62 322 - 662080 / +62 322 - 662814  
 E-mail : kanpel\_brondong@yahoo.co.id  
 Hand phone : 62 813-323-951-43

**3. DENSITY OF SEA WATER:**

Sea water density is 1.025

**4. PILOTAGE AND NAVIGATION CONDITION:**

○ **BOARDING POSITION & SERVICE TIME**

Pilotage is compulsory within the port limit of TPPI Port. Vessels calling at TPPI port are to advise their agents 48 hours prior to arrival so that pilotage service can be arranged.

Pilot will be board on the vessel at the pilot boarding ground area position approximately,

➤ **Pilot Boarding Position for Berthing at Berth / Jetty:**

- Lat. 06° 41' 36,0" S / Long. 111° 55' 48,0" E
- Pilot Boarding Speed +/- 2 Knot.
- Pilot can be contacted on VHF Ch. 69.
- **Service time of pilotage 24 hours for berthing and unberthing at Berth**

➤ **Pilot Boarding Position for Mooring at TPPI - SPM:**

- Lat. 06° 41' 18" S / Long. 111° 57' 36" E
- Pilot Boarding Speed +/- 2 Knot.
- Pilot can be contacted on VHF Ch. 69.
- **Service time of pilotage at SPM is daylight hour (before 1500 hours) for Mooring and 24 hours for unmooring.**

○ **RADIO CONTACT AND OPERATION CHANNEL**

Call Sign : TPPI Port Control  
 Channel : Marine VHF Ch. 16 (Calling, Safety and Distress)  
                   Marine VHF Ch. 69 (Pilot, TPPI Port Control Working Channel)

○ **CHART AND PUBLICATION**

Local / Indonesian Official Chart

1. Chart No. 81A - Scale 1:200.000 Jawa North Coast - Tanjung Awar-Awar To Surabaya And Pulau Bawean
2. Chart No. 97 - Scale 1: 25.000 Jawa - Pantai Utara Alur Pelayaran Tuban
3. Chart No. 97A - Scale 1: 10.000 Jawa - Pantai Utara, Pelabuhan PT. TPPI Tanjung Awar - Awar - new chart edition

British International Chart

1. British Admiralty Chart BA 3731

**5. ANCHORAGE:**

## ○ AREA

The VLCC (vessel DWT > 20,000T) anchorage area is bounded by the following coordinates;

06° 38, 00' S / 111° 56, 00' E

06° 38, 00' S / 111° 59, 00' E

06° 39, 40' S / 111° 59, 00' E

06° 39, 12' S / 111° 56, 00' E

The Export (vessel DWT < 20,000T) anchorage area is bounded by the following coordinates;

06° 38, 00' S / 111° 54, 49' E

06° 38, 00' S / 111° 55, 52' E

06° 39, 00' S / 111° 55, 52' E

06° 39, 00' S / 111° 54, 49' E

General purpose anchorage: All lighter age operations for handling of petrochemical liquid cargo products must be conducted at the general-purpose anchorage.

## ○ DEPTH

The water depth is approximately 30 m.

**6. NAVIGATIONAL BUOY:**

Vessel approaching TPPI Port should proceed to the Fairway Buoy. The Channel Buoy were fitted to facilitated of the vessel when entry or leaving TPPI port with characteristic and coordinate position of navigational buoy as following;

| NAVIGATIONAL BUOY | CHARACTERISTIC                   | POSITION      |               | REMARK                                                     |
|-------------------|----------------------------------|---------------|---------------|------------------------------------------------------------|
|                   |                                  | LATITUDE      | LONGITUDE     |                                                            |
| Fairway Buoy      | LFL.W 10s 5M                     | 06° 38,40' S, | 111° 55,64' E | In position                                                |
| No.1 Buoy         | FL.G 5s 5M                       | 06° 39,52' S  | 111° 55,67' E | In Position<br><i>Top Mark Missing</i>                     |
| No.2 Buoy         | FL.R 4s 5M                       | 06° 41,60' S  | 111° 56,00' E | <i>Missing</i>                                             |
| No.3 Buoy         | FL.G 7s 5M                       | 06° 43,72' S  | 111° 55,53' E | <i>Missing</i>                                             |
| No.4 Buoy         | FL.R 6s 5M                       | 06° 44,41' S  | 111° 55,82' E | In position                                                |
| No.5 Buoy         | FL.G 5s 5M                       | 06° 44,78' S  | 111° 55,63' E | In position                                                |
| No.6 Buoy         | FL.R 4s 5M                       | 06° 45,38' S  | 111° 56,16' E | In position                                                |
| No.7 Buoy         | FL.G 5s 5M                       | 06° 45,70' S  | 111° 56,30' E | In position                                                |
| No.8 Buoy         | FL.R 4s 5M                       | 06° 45,61' S  | 111° 56,60' E | In position                                                |
| No.9 Buoy         | FL.G 3s 6M                       | 06° 45,72' S  | 111° 56,85' E | <i>Missing</i><br>(recently using emergency buoy, FL.R 1s) |
| No.10 Buoy        | FL.R 4s 6M                       | 06° 45,62' S  | 111° 56,87' E | In position                                                |
| Light House       | Light House Light (DSI) No. 3311 |               |               |                                                            |

### SPM Buoy:

The buoy is fitted with a light FL Y 3s 5M and a foghorn Mo. (U) 30 sec and was located at:

**Lat. 06°42.85' S / Long. 111°57.63' E**

or approximately 015° x 3.45 nautical miles from Tanjung Awar-awar Light House. Two special marking buoys were fitted as signal for location of SPM subsea pipeline at coordinate:

- Marker Buoy I: Lat. 06°44,37' S / Long. 111° 58, 02' E
- Marker Buoy II: Lat. 06°45,63' S / long. 111° 58, 00' E (missing)

With characteristic FL. Y 4s 5M

### 7. TUGS:

- AVAILABLE NUMBERS, POWER & TYPE

The TPPI port also provides Harbour tugs for assisting pilot when berthing or un-berthing process.

3 Tug Boats are available and standby in Port, Power of 2,400 - 4,000 HP for Type Z Peller Tug.

Minimum requirement for berthing and un-berthing at/from the berth is 2 tugs or depend on the LOA of the vessel (refer to the port authority regulation), The Tugs to be secured on port/starboard head and at the port/starboard quarter of the vessel as required by the pilot.

### 8. BERTH - SPM RESTRICTION:

- NAME, TYPE (DOLPHINE / PIER / S.B.M), MAX. SIZE OF PLAN, DEPTH

#### 1. Berth No. 3 (Lat. 06°45'47" S / Long. 111°57'26" E)

|                            |                                                 |
|----------------------------|-------------------------------------------------|
| Acceptable Ship's Capacity | : up to 10.000 DWT                              |
| Range of Ship's LOA        | : 91 m up to 140 m                              |
| Water Depth                | : 10.0 m LWS (Bathymetric Survey November 2024) |
| Maximum draft              | : 8.4 m LWS                                     |
| Type                       | : Pier Type                                     |
| Length of the pier         | : 52 m                                          |

#### 2. Berth No. 4 (Lat. 06°45'48" S / Long. 111°57'18" E)

|                            |                                                 |
|----------------------------|-------------------------------------------------|
| Acceptable Ship's Capacity | : up to 40.000 DWT                              |
| Range of Ship's LOA        | : 76 m up to 187 m                              |
| Water Depth                | : 10.0 m LWS (Bathymetric Survey November 2024) |
| Maximum draft              | : 8.4 m LWS                                     |
| Type                       | : Pier Type                                     |
| Length of the pier         | : 65 m                                          |

#### 3. Berth No. 5 (Lat. 06°45'48" S / Long. 111°57'11" E)

|                            |                    |
|----------------------------|--------------------|
| Acceptable Ship's Capacity | : up to 40.000 DWT |
| Range of Ship's LOA        | : 76 m up to 187 m |
| Water Depth                | : 8.8 m LWS        |
| Maximum draft              | : 8.4 m Max LWS    |



Type : Pier Type  
Length of the pier : 65 m

#### 4. Single Point Mooring (SPM) Terminal (Lat. 06° 42.85' S / Long. 111° 57.63' E)

Acceptable Ship's Capacity : 50.000 DWT up to 150.000 DWT

Note: however, on exceptional basis, it is possible to accept minimum size of DWT 35.000 tons provided the vessel is equipped with a minimum 10 tons Crane for lifting the flexible hoses and able to accept the mooring arrangement on her forecastle mooring deck include the fairlead clearance as per the OCIMF requirement (76 mm Chain Stopper)

Range of Ship's LOA : 180 m up to 250 m

Length Bow to Manifold (BTM) : 90 m - 140 m

Free board at Manifold : up to 20 m

Water Depth : 26.0 m

Maximum draft : 19.0 m

Mooring hawser : 1 x 18-inch 60 meter of length equipped with chafe chain (OCIMF Chafe Chain B 76mm diameter. and support buoy used for mooring at SPM.

Floating hoses string : 1 X 16" Manifold Connection Size, Port Side Manifold Connection.

SPM Mooring Static Towing : During mooring at TPPI SPM vessel will be towed By Tug Boat, Towing line from ship/tanker with towing length +/- 150 - 200 m (Ship/Tanker should prepare towing line)

Vessel must at least equip with 10 tons Crane / derrick listing and able to accept the mooring arrangement on her forecastle mooring deck includes the fairlead clearance.

| Product    | Operation | Hose Strings<br>(Inch)<br>Subsea Pipelines<br>Size ( inch )           | Normal Flow Rates<br>(Bbls/hr)/(M3/Hrs)<br>Using 1 string of<br>floating hose | Maximum Flow<br>Rates(Bbls/hr)/(M3/Hrs)<br>Using 1 string of floating<br>hose |
|------------|-----------|-----------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Condensate | Unloading | Floating Hose<br>Size: 1 x 16 "<br><br>Subsea Pipe Line<br>Size: 36 " | 22,000 / 3500                                                                 | 25,000 / 4000                                                                 |

#### 9. WEATHER RESTRICTIONS FOR BERTHING:

- WIND :  $\geq 20$  knots
- WAVE :  $\geq 2$  meters
- TIME : Berth No Restriction (24hrs service) / SPM Daylight Mooring before 1600 hours
- VISIBILITY : Not less than 0.5 nm, Normally the visibility at this area in good condition

## 10. MOORING AT BERTH - SPM:

### ➤ Mooring at Berth:

- MOORING SIDE Recommended mooring side: Bow out (Port Side alongside)
- REQUIRED NUMBERS OF MOORING WIRES  
Please refer to below arrangement.  
Mooring Ropes and wire rope are acceptable in port for Mooring
- MOORING ARRANGEMENT  
Standard Mooring Arrangement used 2 spring lines forward & afterward, 2 breast lines mooring lines forward & afterward and 3 head / stern lines. All lines are secured to quick release mooring hooks.
  - a. SHORE MOORING FACILITY (BOLLARD, BITT AND / OR SELF RELEASE HOOK) all lines are secured to quick release mooring hooks.
  - b. SAFETY WORKING LOAD OF SHORE MOORING FACILITIES  
SWL 30 T per hooks/ Quick Release Mooring Hooks
  - c. FENDERS (POSITION, SIZE, TYPE & STRENGTH)
 

|          |                                                                               |
|----------|-------------------------------------------------------------------------------|
| Position | : In Main Berth minimum 4 units, except Berth#3 only 2 units                  |
| Size     | : -                                                                           |
| Type     | : Hyper Cell Fender                                                           |
| Strength | : min Rate Fender Capacity 77.5 T/m<br>: Min Ultimate Fender Capacity 119 T/m |

### ➤ Mooring At SPM:

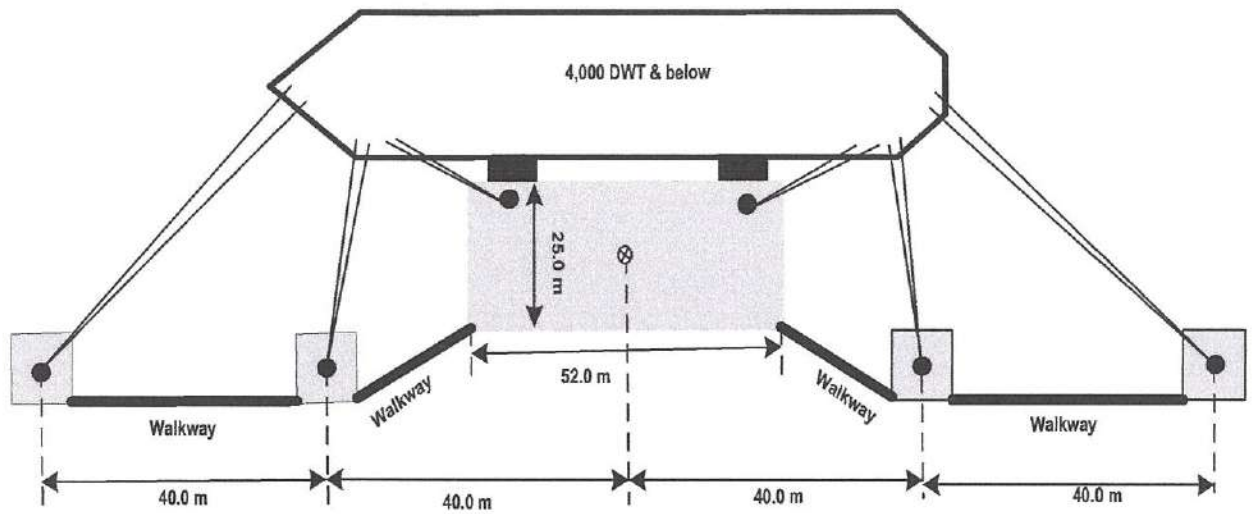
- Mooring at SPM, vessel required:
  - Vessel should prepare 1 coil of 24mm diameter polypropylene or equivalent as a messenger rope to collect the pickup rope from the buoy.
  - The ends of the messenger will be led onto empty rope drums and this end of the pickup rope will be brought to the port's side of the bow where there is a slight lee for the mooring boat to collect.
  - Fitted with suitable panama leads (450mm x 600mm) and chain stoppers. Bollard wire snotters and bow shackles can be used as an alternative to secure the chafing chain.
  - Closing speed as the vessel is within the range of the pickup rope (approx. 100-150 m from the SPM) must not exceed 0.5 Kn.
  - The chain is then secure in the bow stopper (cap. at least 200T).
  - The tanker's engines should remain on stand by and ready for immediate use at all times.
  - The Tanker's should prepare +/- 150 - 200 m towing rope at astern station for static towing.
- SPM MOORING TEAM:
  - Mooring Master / Pilot : 1 Person (Stay on Board until Completed Discharging - Unmooring)
  - Loading Master : 1 Person (Stay on Board until Completed Discharging - Unmooring)
  - Cargo Surveyor : 1 Person (Stay on Board until Completed Discharging - Unmooring)
  - Mooring Team : 5 Persons (Stay on Board until Completed Discharging - Unmooring)
  - Total Mooring Team will be on board and stay on board: 8 Persons

**Mooring Arrangement as follows:**

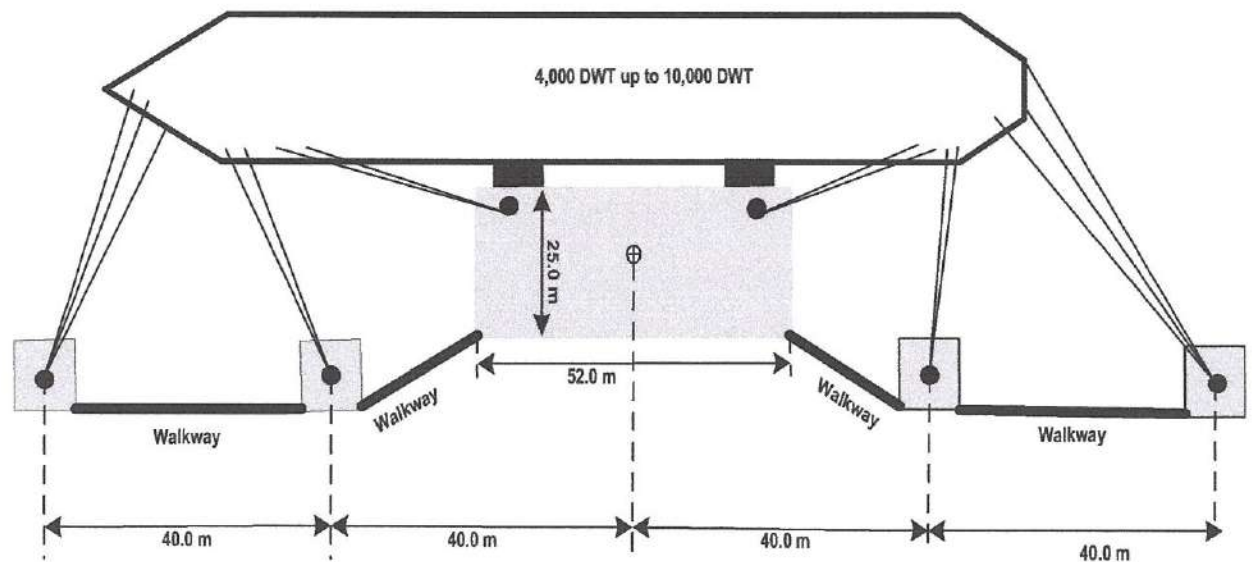
**1. Berth #3, #4 & #5 Mooring arrangement**

Standard mooring arrangement at berth 3, 4 and 5 are shown in this figure:

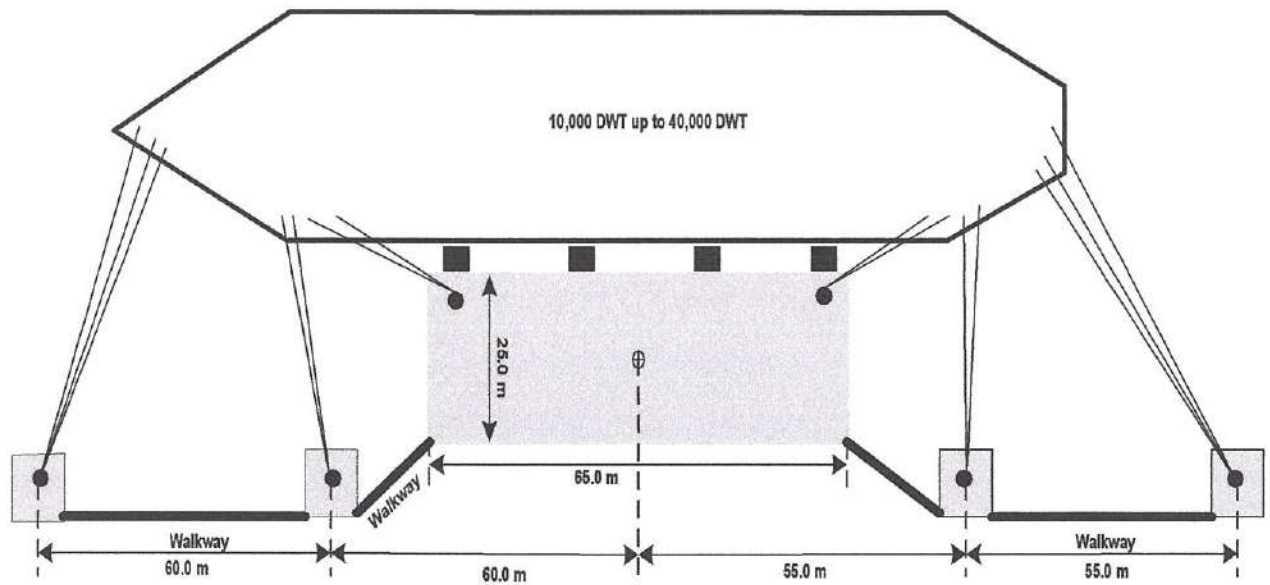
**4000 DWT & Below**



**4000 DWT up to 10,000 DWT**

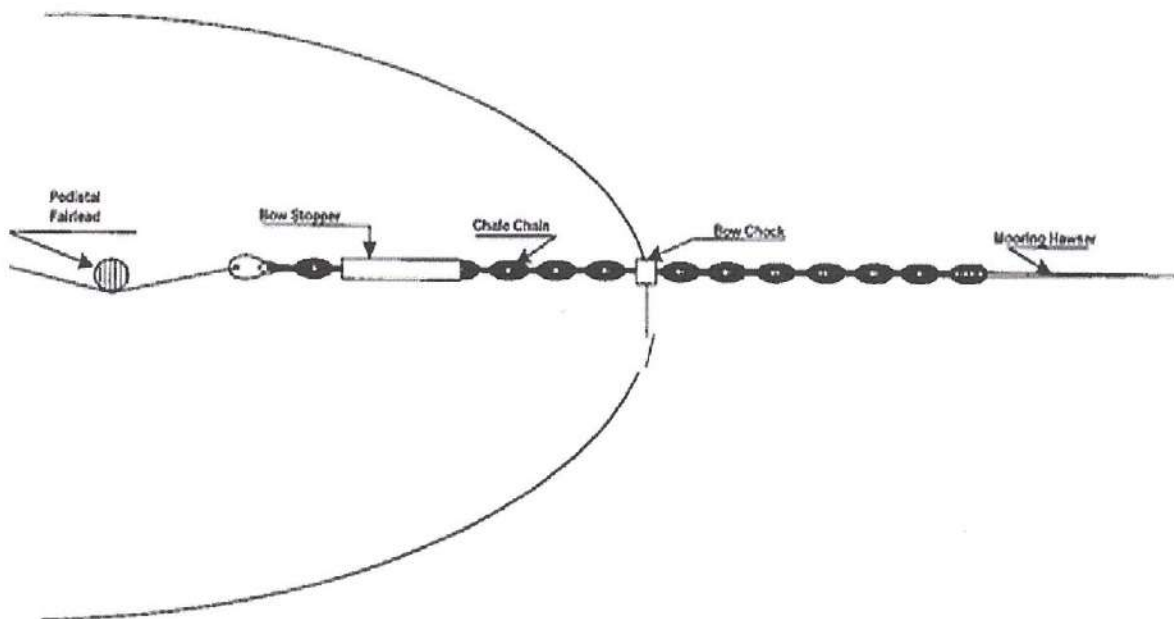


10,000 DWT up to 40,000 DWT

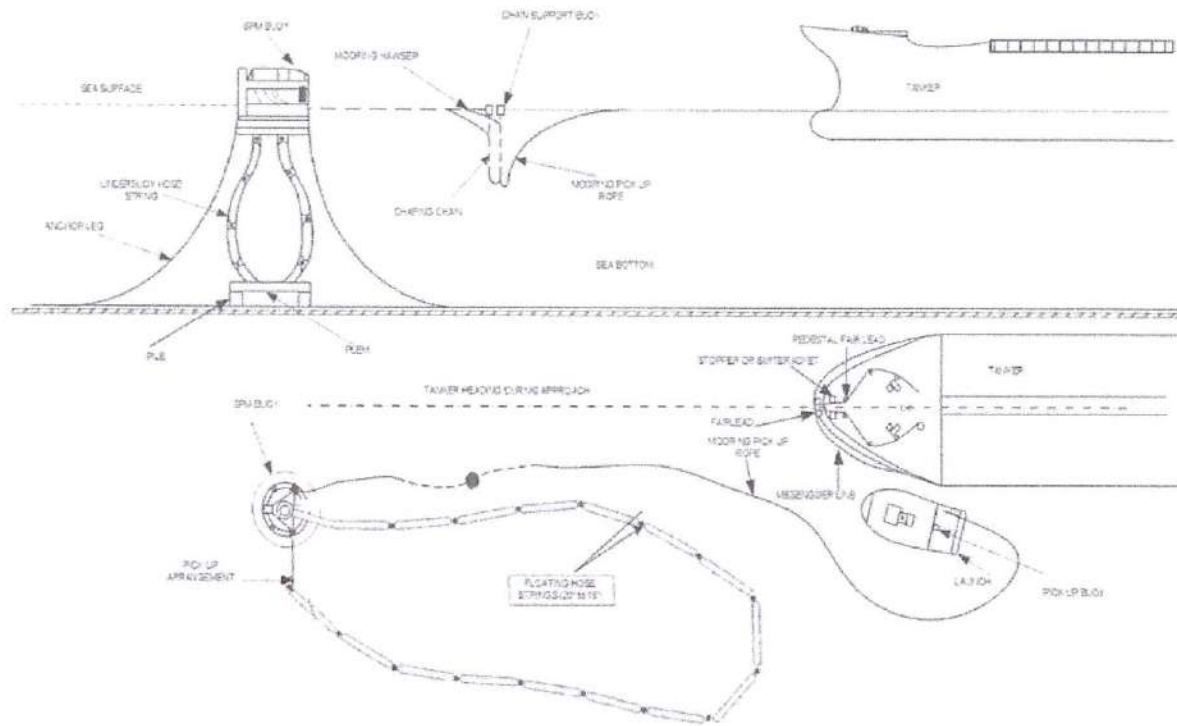


2. SPM mooring arrangement is shown in this figure:

- Present Mooring Arrangement:

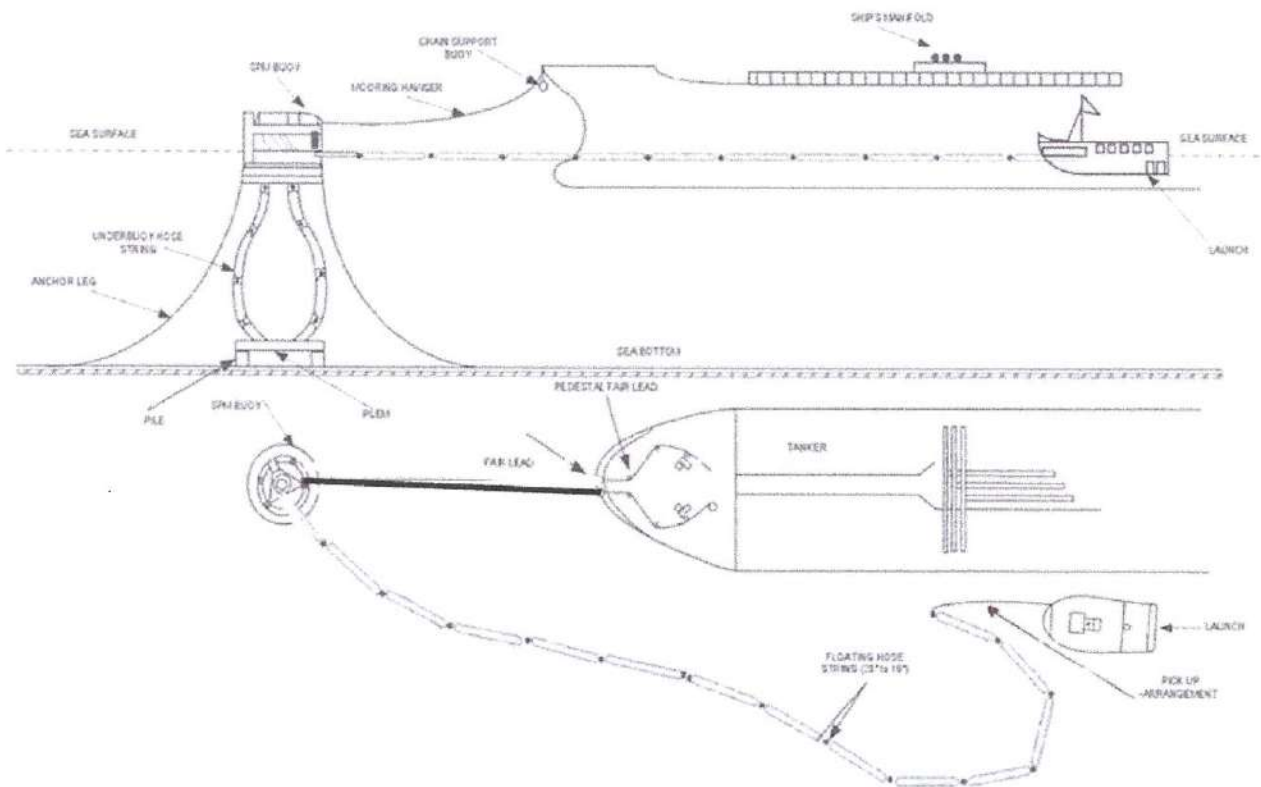


MOORING ARRANGEMENT - ONE BOW STOPPER AND SNOTTER



SEQUENCE - 1

MOORING AT SPM



SEQUENCE - 3

MOORING AT SPM

## 11. SHORE CONNECTION &amp; PROCEDURE OF DISCHARGING:

## Berth #3.

| Product                | Operation                   | Hoses / Pipelines dia size (inch) | Normal Flow Rate (m3/hr) | Maximum Flow Rate (m3/hr) |
|------------------------|-----------------------------|-----------------------------------|--------------------------|---------------------------|
| Benzene                | Loading                     | 2 X 8" / 8"                       | 300                      | 400                       |
| Drinking Water         | Not Operated                | 3" / 4"                           | 6                        | 10                        |
| LPG Vapor Return       | Loading                     | 1 X 6"                            |                          |                           |
| LPG Liquid             | Loading                     | 1 X 10" / 16"                     | 90 MT/hr                 | 100 MT/hr                 |
| Orthoxylene            | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |
| Heavy Aromatic / C 10+ | Loading                     | 2 X 8" / 12"                      | 400                      | 400                       |
| Gas Oil                | Loading<br>(hose not ready) | 8" / 12"                          | 400                      | 800                       |
| Paraxylene             | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |
| PTCF                   | Loading<br>(hose not ready) | 8" / 12"                          | 400                      | 400                       |
| Premium (TBBM)         | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |
| Pertamax (TBBM)        | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |

## Berth #4:

| Product                  | Operation                   | Hoses / Pipelines dia size (inch) | Normal Flow Rate (m3/hr) | Maximum Flow Rate (m3/hr) |
|--------------------------|-----------------------------|-----------------------------------|--------------------------|---------------------------|
| Drinking Water           | Not Operated                | 3" / 4"                           | 6                        | 10                        |
| LPG Vapor Return         | Loading<br>(hose not ready) | 6"                                |                          |                           |
| Gas Oil (2 line)         | Loading                     | 2 X 8" / 20"                      | 400/ 1200                | 800/ 2200                 |
| LPG Liquid               | Loading<br>(hose not ready) | 10" / 16"                         | 90 MT/hr                 | 100 MT/hr                 |
| Benzene                  | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |
| Paraxylene (2 line)      | Loading                     | 2 X 8" / 18"                      | 400                      | 800                       |
| HOMC (2 line)            | UnLoading                   | 2 X 10" / 24"                     | 800                      | 1000                      |
| Orthoxylene/ Reformate   | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |
| Kerosene / Light Naphtha | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |
| Premium (TBBM)           | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |
| Pertamax (TBBM)          | Loading                     | 2 X 8" / 12"                      | 400                      | 800                       |

## Berth #5

| Product               | Operation                     | Hoses / Pipelines dia size (inch) | Normal Flow Rate (m3/hr) | Maximum Flow Rate (m3/hr) |
|-----------------------|-------------------------------|-----------------------------------|--------------------------|---------------------------|
| Drinking Water        | Not Operated                  | 3" / 4"                           | 6                        | 10                        |
| Condensate (2 line)   | Unloading                     | 2 X 10" / 20"                     | 800                      | 1000                      |
| LPG Vapor Return      | Loading<br>(hose not ready)   | 6"                                |                          |                           |
| Pygass                | Unloading<br>(hose not ready) | 10" / 16"                         | 600                      | 800                       |
| Benzene               | Loading                       | 2 X 8" / 12"                      | 400                      | 800                       |
| Paraxylene A          | Loading                       | 2 X 8" / 18"                      | 400                      | 800                       |
| Paraxylene B          | Loading                       | 2 X 8" / 12"                      | 400                      | 800                       |
| Mogas / Light Naphtha | Loading                       | 2 X 10" / 24"                     | 800                      | 1000                      |
| Reformate/HOMC        | Discharging                   | 2 X 8" / 12"                      | 400                      | 800                       |
| Kerosene / Naphtha    | Loading                       | 2 X 8" / 12"                      | 400                      | 800                       |
| Premium (TBBM)        | Loading                       | 3 X 8" / 12"                      | 400                      | 800                       |
| Pertamax (TBBM)       | Loading                       | 3 X 8" / 12"                      | 400                      | 800                       |

- TYPE CARGO HOSE (CHIKSAN ARM OR HOSE)  
Flexible Hose type connection
- FLANGE SIZE  
See above table.  
Manifold standard: ANSL B 16.5 CLASS 150
  - i. Distance centre manifold to ship deck (min) 1,300 mm
  - ii. Distance centre manifold to drip tray (min) 900 mm
  - iii. Distance manifold to ship railing/side (min) 2,500 mm
  - iv. Distance between manifold centre to centre 1,200 mm
  - v. Distance free area behind flange neck 350 mm
- RANGE OF TEMP FOR DISCHARGING CARGO (DESIGN TEMP & SHORE REQUESTED TEMP)  
Ambient temperature
- MAX. PRESSURE FOR DISCHARGING  
7 kg/cm<sup>2</sup>
- NORMAL DISCHARGING PRESSURE  
4 kg/cm<sup>2</sup>
- CONNECT AND DISCONNECT LOADING HOSE/FLEXIBLE HOSE  
Ships should prepare Crane for Connect - Disconnect Loading Hose (Flexible Hose) with working load at least 1.0 T (SWL) and Minimum Reach 5m From Ship Side.
- SPECIAL REQUIREMENT
  - For ship nominated at Berth, Ship's hull should be flat or no obstruction on Ship's hull



12. TERMINAL CONDITION OF USE (COU)

- Cargo handling including cargo operation procedure
- ISM code including safety and fire protection precaution
- ISPS code implementation / security equipment and personal.
- Emergency situation and communication including emergency procedure
- Weather condition (movement & forecast) and the restrictions

21 JULY 2025

Acknowledge By:

**SALMAN ALPARSYI**  
Manager UOM PT. TPPI