

Pertamina LPG
Terminal Tanjung Sekong

Terminal Information Booklet



Pertamina Energy Terminal			
Terminal LPG Tanjung Sekong	Terminal Information Booklet	Issued	24 th December 2024
		Revised	4



LPG Terminal Tanjung Sekong

PT Pertamina (Persero) – Sub Holding Integrated Marine Logistic

Jl. Yos Sudarso Link Baru I/II, Merak

Banten, West Java – 42439

Telp. +62 254 8495195

**TERMINAL INFORMATION ON FACILITY, SAFETY, SECURITY AND
POLLUTION PREVENTION REGULATION**

REVISION	DESCRIPTION	APPROVAL	DATE
0		Achmad Hafid	January 2021
1		Panji Bagus Suroaji	December 2021
2		Arvan Anwir Tjoneng	December 2023
3		Noor Alam Setyaji	August 2024
4		Noor Alam Setyaji	December 2024

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Management of Change

No.	Reason of modify	Modification subject	Date of Change	Revised	PIC		Approved by	
					Initial ***)	sign	Initial ***)	sign
1	Periodic update	Additional information of working envelope Marine Loading Arm	Sept 20th, 2023	1	IZ		AAT	
2	Periodic update	Requirement for garbage disposal services	Dec 20th, 2023	2	AA		AAT	
		Additional information of gangway capacity		3	AP		AAT	
3	Periodic update	Update Jetty Specification	Dec 24th, 2024	4	HP & TC		NAS	
		Terminal Information						
		Mooring arrangement						
4								
5								
6								
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11								
12								
13								
14								

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PREFACE

This booklet is addressed to the Masters, Owners, Operators, and Agent of the Vessels that calling for Pertamina LPG Terminal Tanjung Sekong. This booklet contains information that is applicable to the Pertamina LPG Terminal Tanjung Sekong and not represented as complete in every aspect of safe and pollution free cargo transfer operations.

This information is not intended to alleviate any vessels responsibility to safely berth and operation while at the jetty, or to use whatever assistance over these requirements that vessels feel necessary. This information booklet, represent the minimum requirements regarding to the terminal. Terminal personnel have authority to check the requirement are in comply.

Master and crew that in charge of the vessel while at the terminal, shall have adequate knowledge of these regulation. 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 terminal.

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SECTION I TERMINAL INFORMATION

1.1 POSITION

Latitude : 5°54'53.80" South
 Longitude : 105° 59'58.60" East
 Name: Pertamina Terminal LPG Tanjung Sekong
 Operator : SubHolding Integrated Marine Logistics
 Address: JL. Yos Sudarso Link Baru I/II Desa lebakgede, Pulo Merak.
 Town: Cilegon
 State: Banten,
 Postal Code: 42431
 Phone: +62 254 8495197
 Email:
 - cs.depotsekong@pertamina.com
 - ops.marineskg@pertamina.com

1.2 BERTH DESCRIPTION

Pertamina LPG Terminal Tanjung Sekong is a private terminal owned and operated by PT. Pertamina Energy Terminal (PET). Pertamina LPG Terminal Tanjung Sekong has three jetty which are capable of loading and discharge operation. The Jetty is pile-supported concrete cap, situated along the Sunda Strait.

1.3 JETTY SPECIFICATION

1.3.1 JETTY 1

Depth alongside berth : -13,9 mLWS
 Safe Draft : 12,51 mtrs
 Height of Jetty (Low Water Spring) : 6,590 meters
 Min-Max DWT of ship : 15.000 - 65.000 tons
 Berthing Energy Design (Fender) : ≥1421.52 kN.m
 Berthing Force (Fender) : ≤ 1606 kN
 Berthing Speed : 65.000 Ton (DWT) is 0.13 m/s
 : 15.000 Ton (DWT) is 0.18 m/s
 Berthing Angle Approach : 6 degree
 Max Displacement : 77.853 tons
 Min-Max LOA : Max. 160 - 230 meters
 Minimum Parallel Body Length : VLGC : 90 meters (45 meters each side)
 : Midsized : 35 meters
 Geographic Position : 5° 54'53 81" S, 105° 59'58 57" E

No	Product	Hose/Arm	Disch. Rate (MT per Hour)	Load. Rate (MT per Hour) MR Size Only	Max. Pressure(kg/cm ²)
1	PROPANE	10" ANSI 150 (L) 6" ANSI 150 (V)	Max 550	420	10
2	BUTANE	10" ANSI 150 (L) 6" ANSI 150 (V)	Max 550	420	10

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Marine Loading Arm on Jetty 1 LPG Terminal Tanjung Sekong is ideally used for the discharge activities of the ships size 65.000 DWT and loading activities of the ships size 25.000 DWT in based on manufacturing specifications, MLA on Jetty 1 has a safe Left – Right working envelope $\pm 3,5$ meters from the spotting line for both Marine Loading Arm (Propane & Butane). Safe In – Out working envelope is $\pm 7,5$ meters from the berthing/fender line. MLA are equipped with ERC (Emergency Release Coupling) system.

X

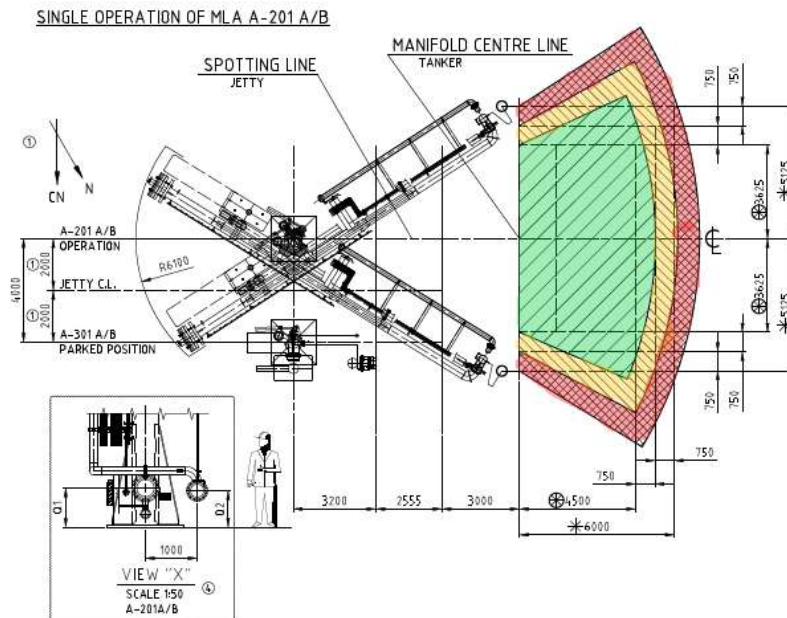


Figure 1 Left & right working envelope of MLA Jetty 1

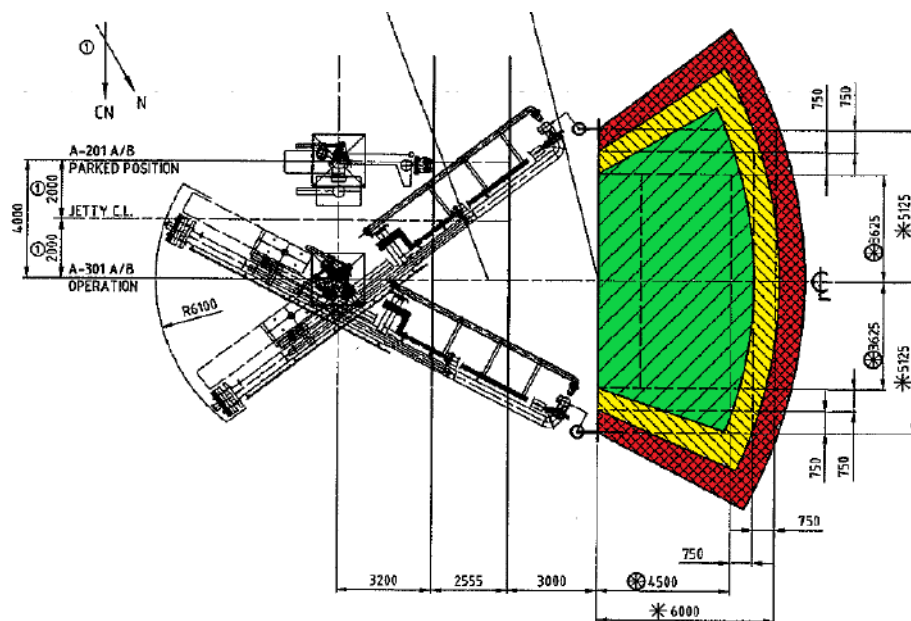


Figure 2 In & out working envelope of MLA Jetty 1

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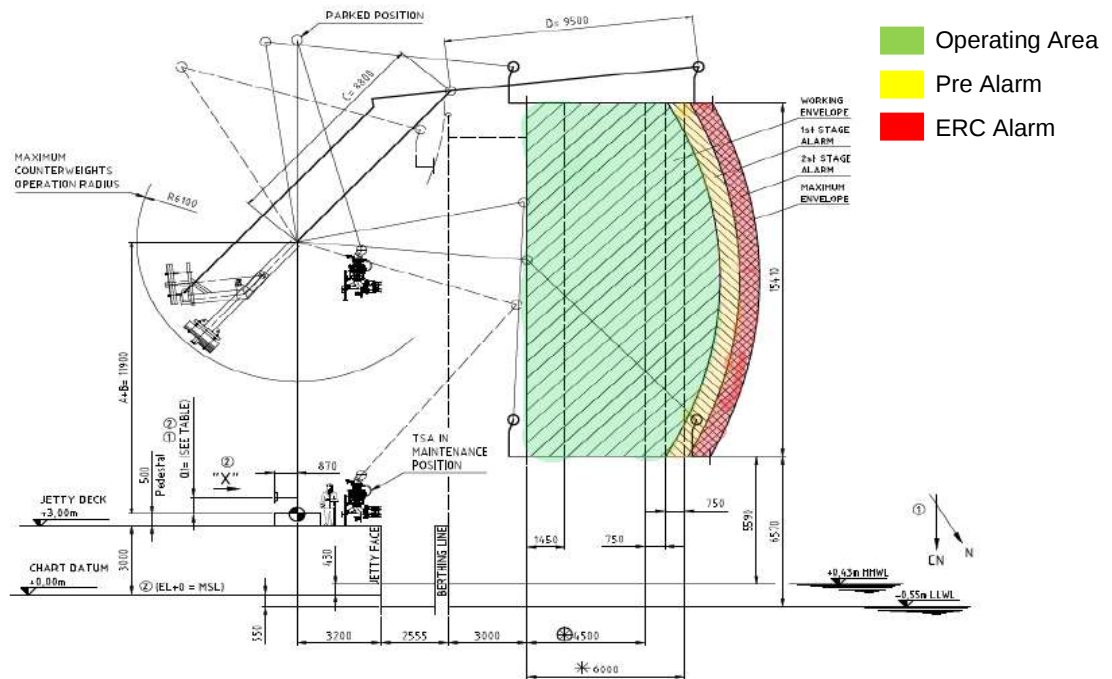


Figure 3 Safe vertical working envelope of MLA Jetty 1

Gangway on Jetty 1 LPG Terminal Tanjung Sekong is ideally used for crew's safety access from/to ship to/from terminal. Gangway on Jetty 1 has a safe Left – Right working envelope ± 4.6 meters from the Gangway's centerline. Safe vertical working envelope is **± 1.65 to ± 16.22** meters from above working platform. Gangway is equipped with crane of 0.5 ton capacity.

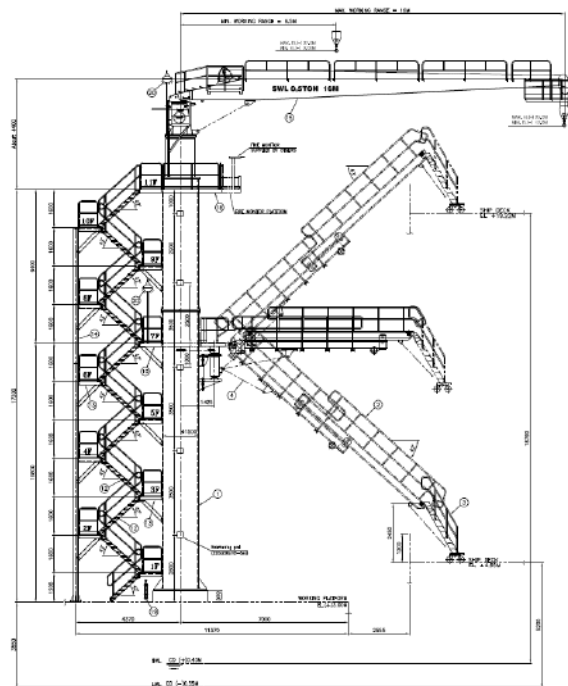


Figure 4 Safe vertical working envelope of gangway jetty 1

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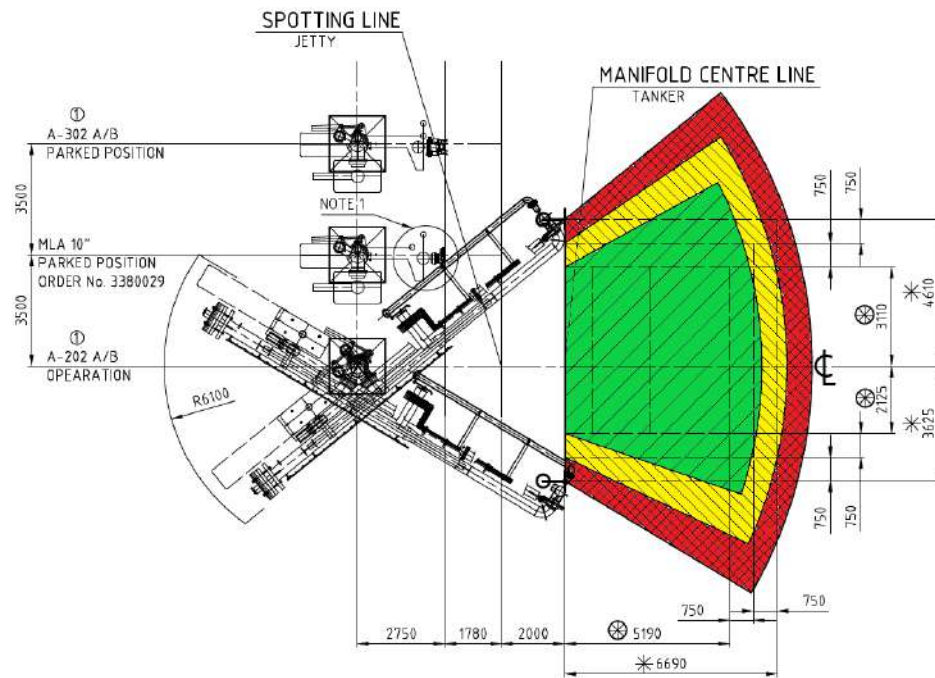


Figure 6 Left and right working envelope of MLA Jetty 2

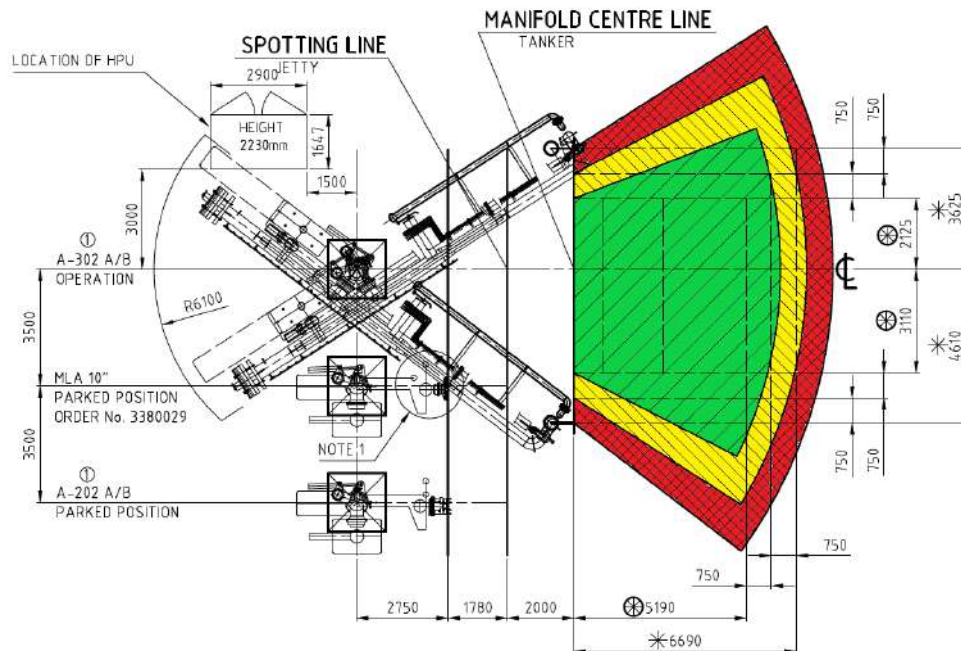


Figure 7 In and out working envelope of MLA jetty 2

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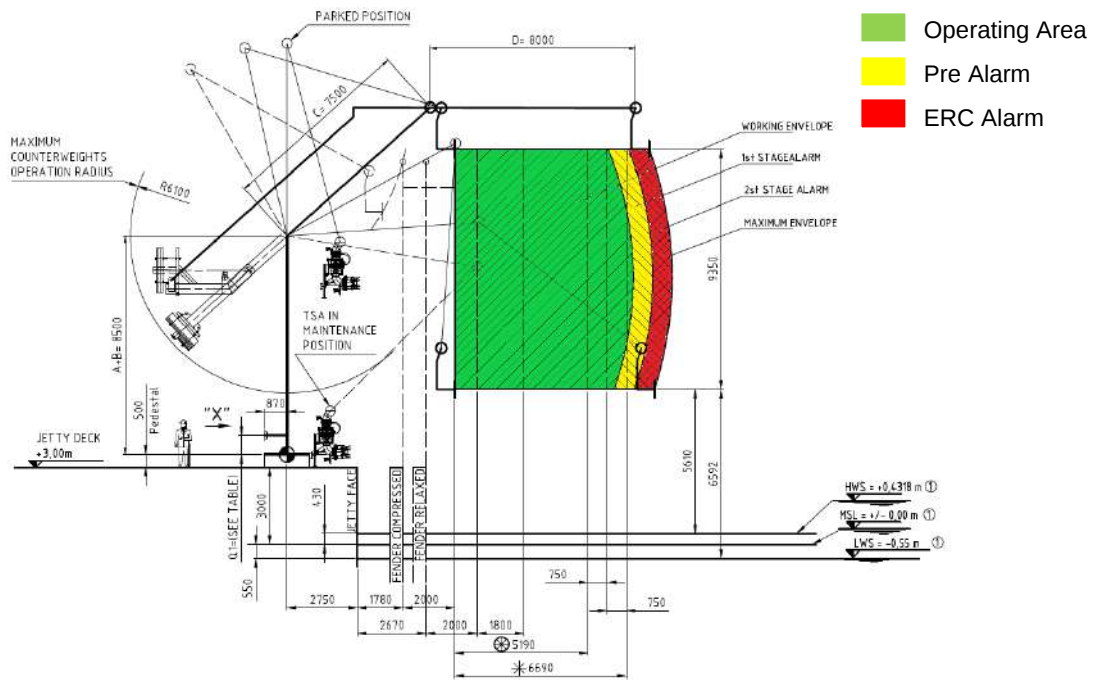


Figure 8 Vertical working envelope of MLA Jetty 2

Gangway on Jetty 2 LPG Terminal Tanjung Sekong is ideally used for crew's safety access from/to ship to/from terminal. Gangway on Jetty 2 has a safe Left – Right working envelope ± 4.6 meters from the Gangway's centerline. Safe vertical working envelope is -2.1 to $+10.09$ meters from above working platform. Gangway is equipped with crane of 0.5 ton capacity.

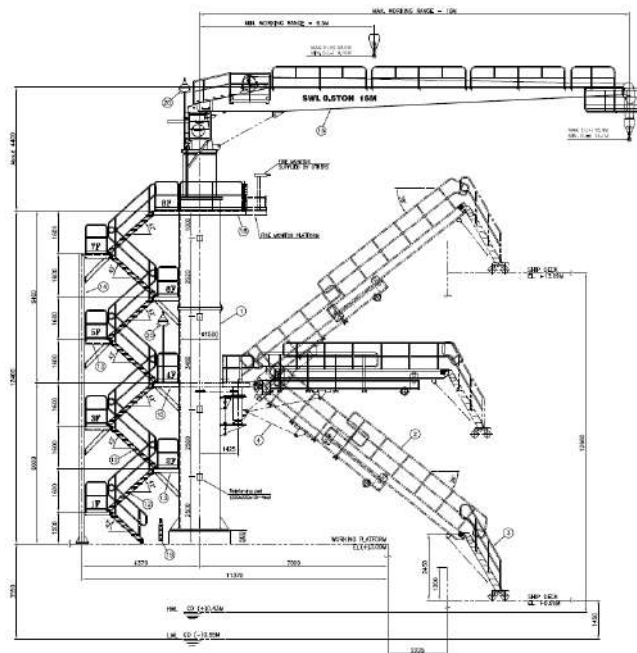


Figure 9 Safe vertical working envelope of gangway jetty 2

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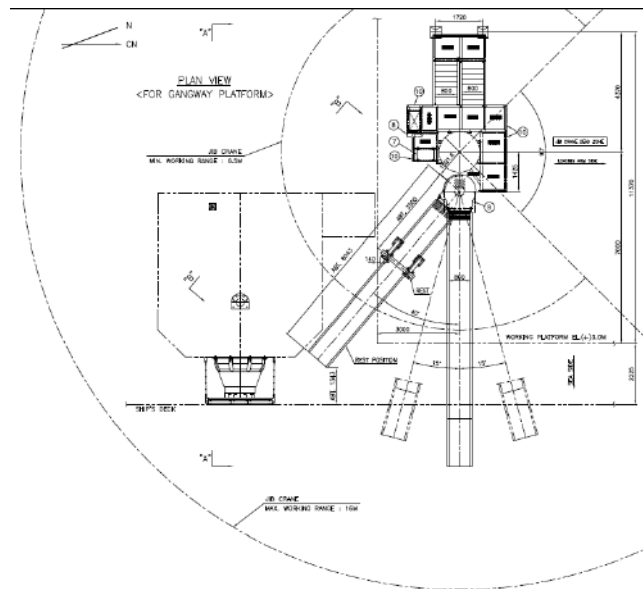


Figure 10 Left and right working envelope of gangway jetty 2

1.3.3 JETTY 3

Depth alongside berth	: -9.5 mLWS
Height of Jetty (Low Water Spring)	: 4,8 meters
Min-Max DWT of ship	: 3.000 - 25.000 tons
Berthing Energy Design (Fender)	: ≥ 1057.39 kN.m
Berthing Force (Fender)	: ≤ 1590 kN
Berthing Speed	: 25.000 Ton (DWT) is 0.150 m/s : 3.500 Ton (DWT) is 0.108 m/s
Berthing Angle Approach	: 10 degree
Min-Max DWT of ship	: 1.500 - 6.500 tons
Max Displacement	: 36.655 tons
Min-Max LOA	: 94 - 159 meters
Minimum Parallel Body Length	: 35 meters
Geographic Position	: 05°55'09,72"S / 106°00'02,17"E

No	Product	Hose/Arm	Load. Rate (MT per Hour)	Max. Pressure(kg/cm ²)
1	PROPANE	10" ANSI 150 (L) 6" ANSI 150 (V)	420	10
2	BUTANE	10" ANSI 150 (L) 6" ANSI 150 (V)	420	10
3	MIX	10" ANSI 150 (L) 6" ANSI 150 (V)	210	10
4		8" ANSI 300 (Flex Hose)	210	12

Marine Loading Arm on Jetty 3 LPG Terminal Tanjung Sekong is ideally used for the loading activities of the ship size 3.000 DWT – 25.000 DWT based on manufacturing specifications, MLA on Jetty 3 has a safe Left – Right working envelope $\pm 2 - 3$ meters from the spotting line for both Marine Loading Arm (Propane & Butane). Safe In – Out working envelope is $\pm 7,5$ meters from the berthing/fender line. MLA are equipped with ERC (Emergency Release Coupling) system.

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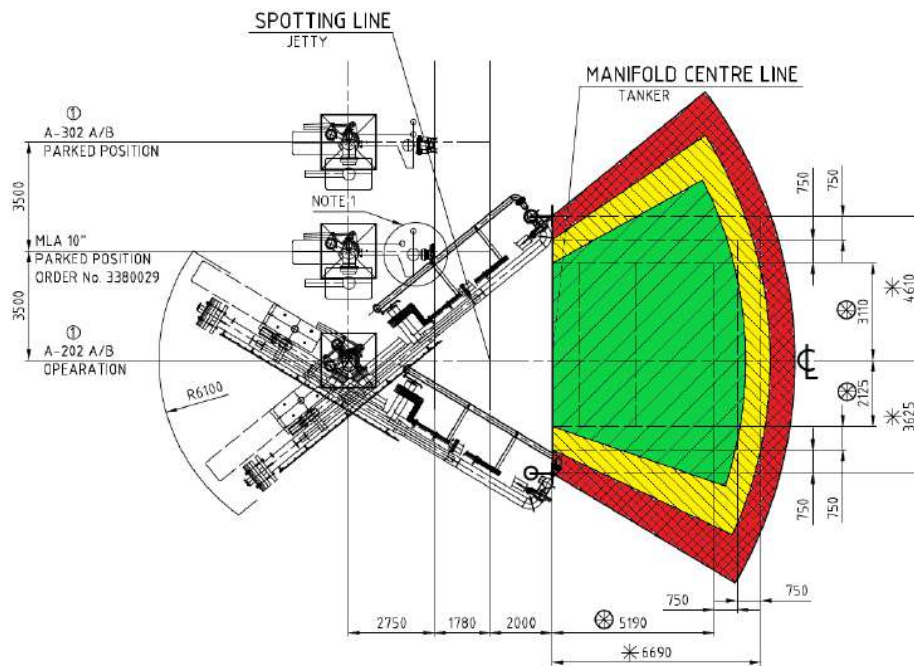


Figure 11 Left and right working envelope of MLA Jetty 3

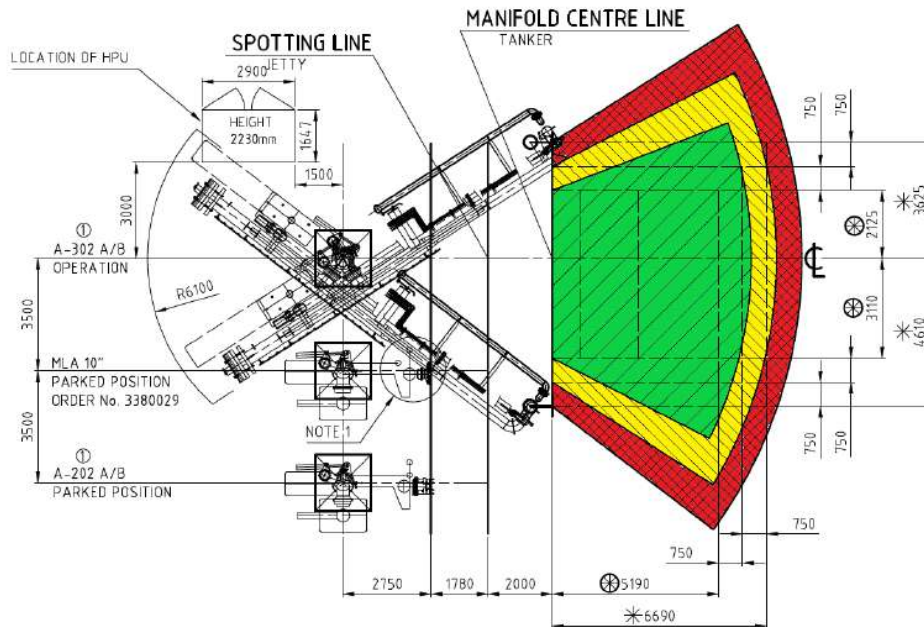


Figure 12 In and out working envelope of MLA jetty 3

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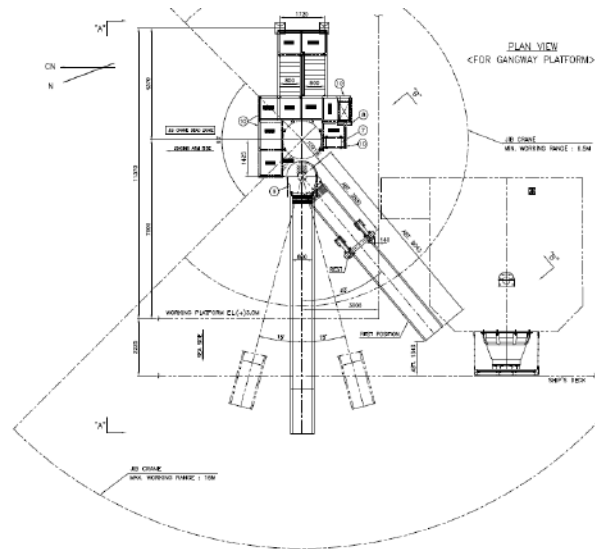


Figure 15 Left and right working envelope of gangway jetty 3

1.4 UKC (Under Keel Clearance)

Every vessel calling to Pertamina Tanjung Sekong shall maintain its UKC not to exceed:

- Approaching the berth : 10% water depth
- While alongside : 10% water depth

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

1.5 SHIP TRANSIT THROUGH SUNDA STRAIT SEA

1.5.1 POSITION AND FUNCTION

Tanjung Sekong (05°55'8.39"S / 105°53'5.39"E), Sea-port of the bustling town of Merak, Cilegon. Sea tourists' cruisers sometimes berth outside port due to shallow waters, pickup buy local sea transports. Port handles major traffic from neighboring harbours and other distant provincial ships.

The entrance channel of Tanjung Sekong is 11,5 nautical miles long and 700 meters wide with a min. depth of -20 mLWS. The ocean basin is consisting of sand/clay.

1.5.2 APPROACH AND ENTRY

There are three channel to entry LPG Terminal Tanjung Sekong:

1. From the north
the entrance channel of Tanjung Sekong Sunda Strait is 25 miles long and 150 meters wide with a min. depth of 10 meters and max. depth of 17 meters. The strait is consist of sand.
2. From the southwest Sunda Strait
 - Between from Sangiang Island and Panjurit Island, max depth 60 meter and min depth 37 meter and wide of the channel 3.08 Nautical Mile
 - Between from Siompu Island and Lewutokidi Island, max depth 162 meter and min depth 37 meter and wide of the channel 1.22 Nautical Mile
3. From the south
The entrance from Sunda Strait between Java Island and Sumatra Island usually the vessel coming from the Indian Ocean.

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1.5.3 WEATHER AND CLIMATE

Tidal

Top High	: 0.97 m
Average High	: 0.88 m
High High Water Spring	: 0.97 m
Mean Sea Level	: 0.54 m
Low Low Water Spring	: 0.12 m
Chart Datum	: 0.00 m

Wind

Max. Speed: 3 – 25 knots

Temperature

Average: 24° - 31° C

1.5.4 PILOTAGE AND TUGS ANCHORAGE AREA

Pilotage is mandatory for vessels more than 500 GT. Tugs are available and normally stationed near the IKPP Terminal. There are 2 coordinates for Pilot Boarding:

- From south or southwest: 05° 34.401' S / 122° 32.91' E
- From west or north: 05° 28.0 S / 122° 31.7' E

To further confirm regarding pilot on board schedule and other means please contact pilot through channel 12. For vessel waiting berthing schedule, below are the coordinated area for anchorage:

- Small LPG Tanker & Handysize/Midsize LPG Tanker anchorage area:
 - 05° - 53' - 18" S
105° - 59' - 24" E
 - 05° - 53' - 24" S
106° - 01' - 00" E
 - 05° - 52' - 24" S
106° - 00' - 24" E
 - 05° - 54' - 00" S
106° - 00' - 00" E
- VLGC anchorage area:
Please contact Merak VTS through channel 16

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.

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1.6.1 SHIPS

Ship's Size					Forward			After		
					Head Lines	Breast Lines	Spring Lines	Stern Lines	Breast Lines	Spring Lines
1.	25.000	-	65.000	DWT	3-4	2	2	3-4	2	2
2.	3.500	-	6.500	DWT	3	2	2	3	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 conditions.

1.6.3 WINCHES AND LINE HANDLING

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

1.6.4 BERTH LAY-OUT

The below berth layout diagram is for Master's reference of best mooring practice.

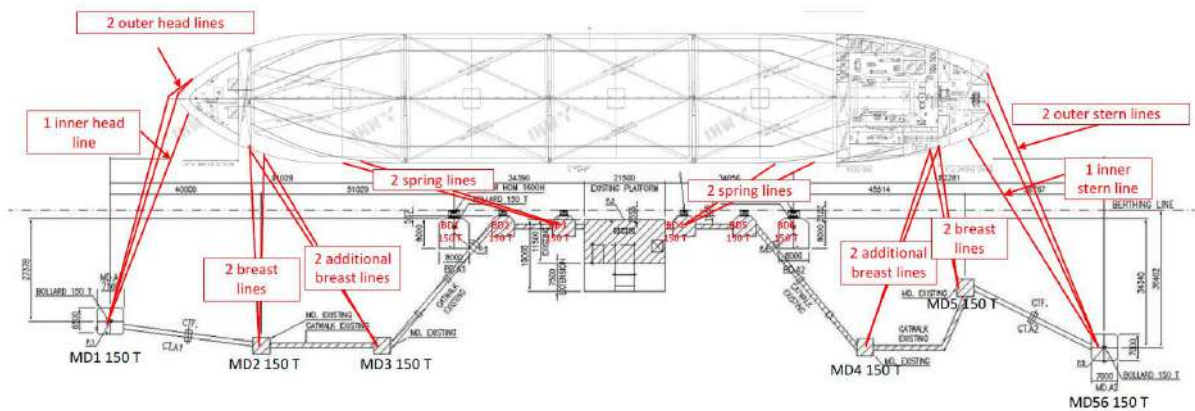


Figure 16 Layout of jetty I (25.000 - 65.000 DWT)

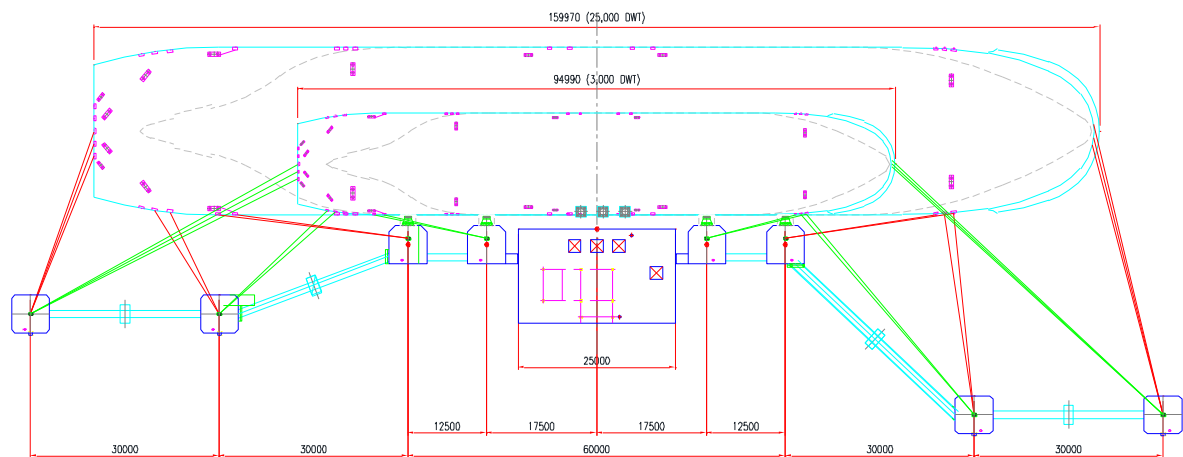


Figure 17 Layout of jetty II (3.500 - 25.000 DWT)

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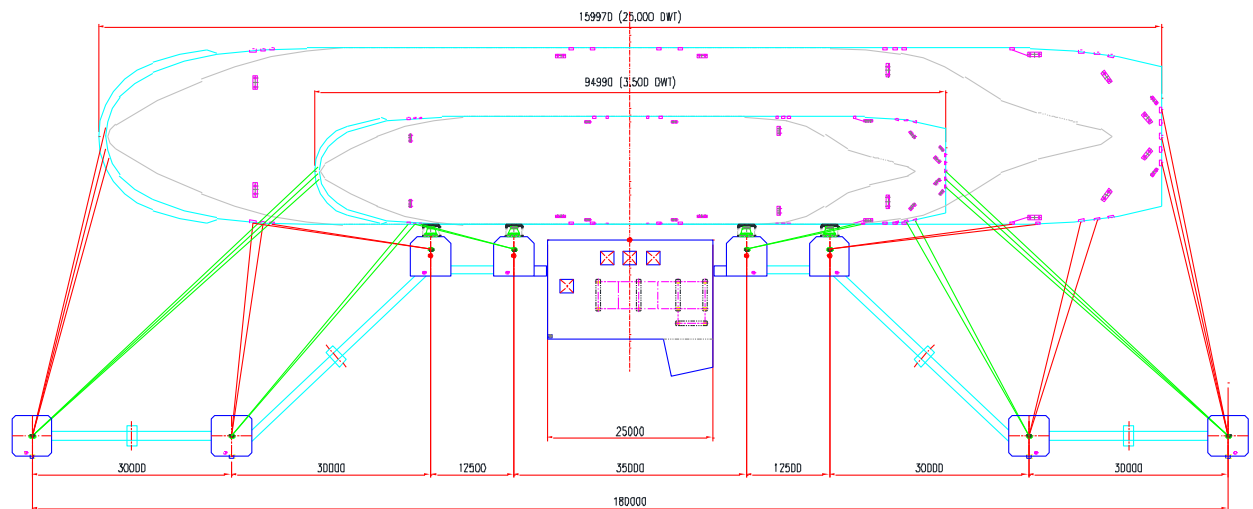


Figure 18 Layout of jetty III (3.500 - 25.000 DWT)

1.7 PILOTAGE

Pilotages compulsory Vessel calling at Tanjung Sekong Port has to confirm their arrival time to Marine Operation Station at least 8 hours before arrival and 3 hours before departure. Vessel shall report to Tanjung Sekong Marine Operation Station on VHF Ch 09 and Pertamina Pilotage Station on VHF Ch 12.

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 Merak.

No	Ship's LOA (m)	Number of Tugs	Bollard Pull (ton)
1	70 - 150	1	24
2	150 - 250	2	65
3	> 250	3	125

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. Pertamina LPG Terminal Tanjung Sekong have 2 tug boat with each capacity 40 & 33 ton Bollard Pull and 2 mooring boat with each capacity 80 HP able to used assist berthing process the vessel.

The use of emergency tugs has a tariff of 3 times the normal reff rate of Pelindo II cab Banten & INSA Banten, so before ordering emergency tugs make sure you are willing to pay the bill. Terminal is not responsible for the use of an emergency tugboat

1.9 BERTHING MANOEUVRES

Vessels need to approach the dock at an approximate angle of 6 degree fot Jetty 1 and 10 degrees or less for jetty 2 & Jetty 3. When making contact to the berth, the ship's speed should not exceed 0.139 m/s for Jetty 1 and 0.15 m/s for Jetty 2 & Jetty 3.

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All vessels that will alongside to Pertamina LPG Terminal Tanjung Sekong 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 JETTY EVACUATION ROUTES

Follow the evacuation route marked with arrows to the nearest assembly point in case of emergency. More details are described within below picture:

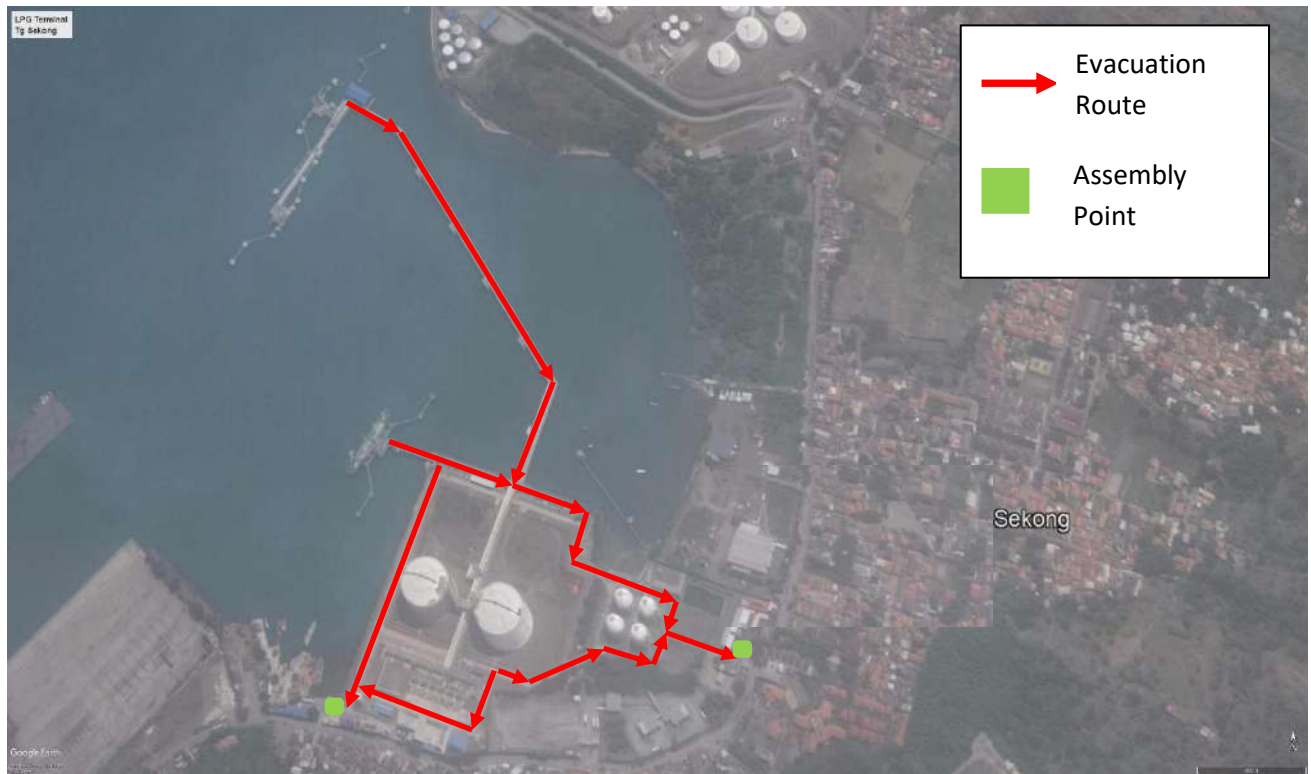


Figure 19 Evacuation route

1.11 PRE-ARRIVAL INFORMATION

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

1. ETA on daily basis, 72 hrs, 48hrs, 24 hrs, and 6hrs before arrival
2. Validity and copy of Pertamina Safety Approval (PSA)
3. Quantity of cargo (if applicable)
4. Ship's security level
5. IMO crew list.
6. Other important information for terminal.

The required information shall be sent to the following :

1. Pertamina Tanjung Sekong Marine Operation email address : ops.marineskg@pertamina.com; Telp +62 402 2822990;
2. Pertamina Tanjung Sekong CCR mail address CS Depot LPG Tg Sekong cs.depotsekong@pertamina.com
3. PIC Pertamina Ship Agency: ptkmerak@ptk-shipping.com

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SECTION II OPERATIONAL INFORMATION

2.1 WIND LIMITS

Berthing manoeuvres should normally not be conducted in winds in excess of 10-15 knots, Once berthed, if storm winds in excess of 25 knots are stop cargo operation and forecast when 30 knots, Master shall make arrangements for departure in advance of storm arrival to permit safe movement. In any event, all manoeuvres 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 Operasi Pertamina Tanjung Sekong's maximum safe-operation wind limit is 25 knots. 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

2.2 ELECTRICAL STORMS

When an electrical storm within vicinity, all cargo discharge or loading operations will be cease, upon discussion with terminal. The vessel and terminal will remain in this inactive state until the electrical storm has moved out of the area.

2.3 PERSONAL PROTECTIVE EQUIPMENT (PPE)

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

- Hard Hat (safety helmet)
- Safety Shoes
- Coverall
- Life Vest
- Eye Protector
- Gas Detector

2.4 TERMINAL CONTACT INFORMATION

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

- **LPG Terminal Tanjung Sekong**
PT Pertamina Energy Terminal – Subholding Integrated Marine Logistics
Jl Yos Sudarso Link Baru I/II – Lebak Gede
Merak, Cilegon City, Banten
Phone. +62 254 8495195
- Marine Operation : Email. ops.marineskg@pertamina.com
Phone. +62 254 8495195 – ext 4133
Radio VHF Channel 09
- Berth Schedule : Email. cs.depotsekong@pertamina.com
Phone. +62 254 8495195 – ext 4133
Radio VHF Channel 09
- Port Facility Security Officer : +62 254 8495195 – ext 4133
- Custom : +62 254 571318
- Immigration : +62 254 574033

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You can go to the nearest Security Post to have access for internal telephone call.

All correspondence regarding the management and operations of the Pertamina LPG Terminal Tanjung Sekong should be directed to the Head of Marine Pertamina Tanjung Sekong.

2.5 OFFICIAL LANGUAGE

The official language of the terminal is English for foreign ship and Bahasa Indonesia for Indonesian Flag ships. All vessels must have personnel on duty at all times who can communicate in and understand either English or Bahasa Indonesia with the Terminal personnel.

2.6 COMMUNICATIONS

During the pre-transfer conference, a handheld UHF terminal radio set to **Chanel 9** will be issued to PIC of ship/barge. Terminal operations 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 Channels or sound signals)

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

2.7 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 that vessel, and the Master shall be responsible for the safe and business-like conduct of personnel and operations onboard the vessel while alongside our terminal

The terminal takes no responsibility for condition of any vessel alongside the terminal, nor does the terminal take any responsibility for the safe conduct of operations onboard the vessel, at a minimum, all procedures used by the vessel must conform to the latest editions of the *international Safety Guide of Oil Tankers and Terminals (ISGOTT)* and *Mooring Equipment Guidelines (MEG)* as well as all applicable international, national and regional regulations.

2.8 VESSEL COMPLIANCE AND TERMINAL SAFETY INSPECTION

All ships and barges loading or discharge at the Pertamina Oil 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.

2.9 PRE-TRANSFER CONFERENCE

Before the transfer of any cargo, a conference will be conducted between the vessel PIC and Loading Master as the terminal PIC. The purpose of the conference is to ensure that the vessel and the terminal are fully informed and advised of the entire transfer plan and that all security and safety requirements are in place.

During the conference, the following will be discussed:

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- Product and amounts to be transferred.
- Cargo load/discharge plan.
- Rates and pressure requirements.
- Any usual safety or security requirements.
- Communications system for transfer operations and signal for emergency stop.
- Inert Gas System operation
- Venting method.
- Cargo characteristic.
- Restrictions for transfer operations both shore and ship.
- Applicable security Security Level.
- Readiness of the main engine.
- **De-ballasting only allowed with the permit from terminal for condition ballast exchange has been done before alongside in Pertamina LPG Terminal Tanjung Sekong.**

2.10 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.

2.11 SAFETY LETTER TO MASTER

Dear Captain

Responsibility for the safe conduct of operations while your ship is at this terminal rests jointly with you, as Master of the ship, and with the responsible Terminal Representative, we wish, therefore, before operations start, to seek your full cooperation and understanding on safety requirements set out in the ship/shore Safety Check list, which are based on safe practices that are widely accepted by the oil and tanker industries.

We expect you, and all under your command, to adhere strictly to these requirements throughout your ship's stay alongside this terminal and we, for our part, will ensure that our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations.

Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the terminal staff, where appropriate together with a Responsible Officer, will make a routine inspection of your ship to ensure that elements addressed within the scope of the Ship/Shore Safety Check-List are being managed in an acceptable manner. Where corrective action is needed, we will not agree to operations commencing or, should they have been started, we will require them to be stopped.

Similarly, if you consider that safety is being endangered by any action on the part of our staff or by any equipment under our control, you should demand immediate cessation of operations.

There can be no compromise with safety

2.12 GANGWAYS AND LADDERS

Ships or Barges calling at Pertamina LPG Terminal Tanjung Sekong shall liaise with Terminal personnel which gangway/ladder shall be used, depending on landing configuration. Gangways shall properly rigged and landed safely onto the berth with handrails. The use of a safety net is mandatory.

2.13 TERMINAL SMOKING REGULATIONS

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Smoking is prohibited within the terminal property.

2.14 HEALTH AND ENVIROMENTAL 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.

2.15 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 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 LPG Terminal Tanjung Sekong, 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.

2.16 PERSON IN CHARGE (PIC)

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

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

2.17 REQUIREMENTS DURING TRANSFER

Pertamina LPG Terminal Tanjung Sekong requires the following during the transfer:

- The vessel will have watch men 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 on 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.

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- Cargo transfer (loading/discharging) shall be started with minimum rate or pressure possible. Ship and shore staff shall check their instalation for leaks and other harmful conditions.
- Rate/presure of cargo transfer shall be increased gradually until maximum.

2.18 VESSEL-TO-SHORE VOLUME COMPARISONS

Vessels either loading or discharge will conduct periodic volume and flowrate comparisons with the terminal. Frequency and timing of these comparisons will be discussed and agreed upon during the pre-transfer conference. If there is a difference greater than 0,3%, the transfer will be stopped until the difference is reconciled.

2.19 TANK CLEANING/TANK ENTRY

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

SECTION III SAFETY AND SECURITY INFORMATION

3.1 EMERGENCY DEPARTURE

During an emergency situation at the Pertamina LPG Terminal Tanjung Sekong, a vessel maybe 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 stricly prohibited.

3.2 FIRE AND SAFETY

3.2.1 EMERGENCY EQUIPMENT

Vessels must maintain all emergency equipments. 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 5 minutes. Firefighting at the Pertamina LPG Terminal Tanjung Sekong is done by the Pertamina Tanjung Sekong Fire Team.

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 noticed are to be posted on the vessel for the following :

- Visitor restrictions.
- Mobile phone and other electronis equipment must be switched off.
- No open lights, matches, or lighters.
- Smoking restriction and designated areas.

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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 on safety of the vessel or the terminal.

As soon as an emergency situation is declared over the radio or continous prolonged whistle/ general alarm sound where each blast shall not be less than 5 minutes, the vessel shall immediately cease all transfer operations, secure the deck, and stand by to drain and disconnect all hoses. Resumption of the transfer will begin only with the agreement between vessel and terminal personnel.

3.4 TERMINAL SECURITY

Access to the Pertamina LPG Terminal Tanjung Sekong is strictly limited to its personnel, vessel crews, pre-approved maintenance or store contractors, goverment agencies, ship's agent, and cargo inspectors. Any other visitors must be first approved by Security Section of Pertamina LPG Terminal Tanjung Sekong. Listed below are the requirements for entrance to the Pertamina LPG Terminal Tanjung Sekong.

1. Contractor list and visitor list must be faxed to terminal 24 hrs prior arrival of the vessel.
2. Contractor and visitor must have picture ID.
3. Visitors must be willing to submit to a search of their vehicles by security personnel before entry to the terminal areas.
4. All Pertamina LPG Terminal Tanjung Sekong rules and regulations concerning safety must be adhered to by personnel entering the jetty area.
5. Security procedures for the terminal on various Security Levels are stated in the Operasi Pertamina Tanjung Sekong Security Plan. If the Security Level is raised from 1 to higherlevel, the Pertamina LPG Terminal Tanjung Sekong Facility Security Officer will notiy all costumers doing business at the terminal of the increased level and any additional security procedures. The current Security Level is displayed near the security post in every jetty.

Unless specifically informed by PFSO, terminal is operating at security **level 1**.

3.5 VESSEL/FACILITY SECURITY INTERFACE

After the arrival and berthing of the vessel, required security procedures will be discussed before any other action is taken. The discussion will include the current Security Level Declaration of Security, and any other security measures deemed necessary by the vessel of terminal.

3.6 TAKING PHOTOGRAPH

Taking photograph is not allowed.

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

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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 LPG Terminal Tanjung Sekong. This includes radios, pagers, cell phones, portable lighting, or any other equipment that is electrical but not approved for use in hazardous areas.

3.9 SHORE LEAVE

Shore leave is permitted at Pertamina LPG Terminal Tanjung Sekong with the following restriction.

- Walking or passing through the tank area is prohibited. Terminal provides dedicated vehicle 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.
- Smoking within terminal areas and offices is prohibited.
- 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.
- No photograph.
- No firearms, cold steels, matches, lighters, and other destructive weapons.
- No drugs, narcotics, alcohol and other intoxicating substances.
- In case of emergency, please muster to nearest the Assembly Point.
- Emergency Signal within the terminal is prolonged siren frequency 5 minutes.

Vessel shall maintain at all times sufficient crew not less than 70% of ship's complement onboard to deal with emergency, with 1 (one) senior officer and engineer must be on board.

SECTION IV ENVIRONMENTAL INFORMATION

4.1 PRODUCT CONTAINMENT

4.1.1 BERTH

The Pertamina LPG Terminal Tanjung Sekong has a cement 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 Tanjung Sekong - Oil Spill Response Team.

Any vessel moored at the Pertamina LPG Terminal Tanjung Sekong is required to have and maintain all pollution control equipment for use in case of an oil spill.

4.2.1 POLLUTION REPORTING PROCEDURES

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In the event of any oil spill into the water, vessel shall inform Pertamina Marine Operation Tanjung Sekong 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 Head of Marine Pertamina LPG Terminal Tanjung Sekong.

Upon calling this number, you will be asked some basic question about the vessel and nature of the incident. You will be required to provide a contract name and number for further details. A written summary of the incident and a summary of the investigation report, including corrective action(s) planned, shall be submitted within 30 days of the event directly to Pertamina Marine Operation Tanjung Sekong.

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 LPG Terminal Tanjung Sekong approval before restarting the transfer.

4.3 GARBAGE RECEPTION

Garbage collection's contractor available for disposal of organic waste / garbage only. Advanced notice prior arrival required through ship agent and only at anchorage area.

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, behavior, 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 LPG Terminal Tanjung Sekong 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 LPG Terminal Tanjung Sekong. 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.

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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. **Sea side delivery is prohibited.**

Security: A list of personnel delivering the provisions and provision manifest 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.

5.5 BUNKERING/FUELING

Please contact Pertamina Marine Operation Tanjung Sekong or your agent for bunkering.

5.6 FRESH WATER

Fresh water supply isn't available from the Jetty. Please contact Pertamina Marine Operation Tanjung Sekong or your agent in advance to request fresh water supply.