

PORT INFORMATION AND TERMINAL REGULATION

LNG/LPG BONTANG TERMINAL

**PERTAMINA'S DEDICATED HARBOR BONTANG
EAST KALIMANTAN, INDONESIA**

Effective Date: 1 December 2020



PREFACE

Enclosed for your information and use, is a summary of Port Information and Regulation governing the LNG/LPG Dedicated Harbour in Bontang, East Kalimantan, Indonesia, such as Harbor Facilities, Procedures, Safety, Port Charges, Agency, and many others related to the Dedicated Harbor.

This booklet is intended to support continuous operation of the harbour. We do hope this information is useful and effective to those who are directly involved in the operation of the harbour such as Harbor Officers, Ship Masters, Ship Crew, Ship Owners, Ship Charterers, Ship Agency, etc.

This booklet has been updated based on the latest data available.

Bontang, 1 December 2020
PT Badak Natural Gas Liquefaction
Director & Chief Operating Officer,

Gitut Yuliaskar



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RS / AMA / FSN / NRL / JAI / MHt / QRM / IPW / KSM / NHK / AS / EWS / DP /

HA / WV / AGS / FHY / CT / MAK

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1. PORT NAME

PERTAMINA LNG & LPG PT BADAK NGL DEDICATED HARBOR, BONTANG, EAST KALIMANTAN
INDONESIA

2. LOCATION

Location of the terminal is on the East Coast of Kalimantan, Indonesia, in approximate position:
00° 05' 51" N Latitude 117° 28' 48" Longitude.

Address:

Bontang LNG Plant Site

Jln. Pelabuhan PT. Badak NGL / Marine Building Bontang, 75324,
Bontang, East Kalimantan, Indonesia

Website : <http://www.badaklng.com>

Telephone : +62 548 21133, 27000

: +62 548 55 1300/1110

+62 548 55 1226

Telex Inmarsat C : 495108010 BNLX

PSC : Harbor Master

Fax : +62 548 21 568 (Office)

Telephone : +62 548 55 1236 (Office)

PFSO : Storage Loading & Marine Mgr.

Fax : +62 548 23945

: +62 548 55 2232

Email : girom@badaklng.co.id

Telephone : +62 548 55 1226 (Office)

: +62 548 55 5430 (Home)

Mobile Phone : +62 813 4640 7247

Statement of Compliance of a Port Facility

Certificate International Code for the Security of Ship and Port Facilities (ISPS Code) No. 02-0071-DN Date
of issue March 29th 2010.

3. REFERENCE CHART

1. Indonesia Naval H.O. chart No. 39, 126, 139 & 159 chart 130, East Kalimantan, Balikpapan to Muara Berau.
2. U.S. Naval Oceanographic office, Old Chart No.3044 New chart No.72014, Sandakan Harbour to Sungai Mahakam.
3. U.S. Naval Oceanographic office, Old Chart No.6188, New chart No.72100 Borneo East Coast, Tanjung Tamarang to Sungai Pasir.
4. British Admiralty, Chart 2636, North Part of strait of Makassar.
5. British Admiralty, Chart 941 – B Eastern Archipelago
6. British Admiralty, Chart No. 3040
7. French S.H.O.M. Chart 21444 Detroit de Makassar

4. SAILING DIRECTIONS

1. Eastern Archipelago Pilot, Vol. II, Pilot Book No. 34 page 201.
2. French Instruction Nautiques, seri K – Vol. VI.

5. ANCHORING AREA

RECOMMENDED ANCHORAGE

If vessels are obligated or instructed to anchor, they should do so in the following recommended anchorage area by radius 1.50 miles:

1. LNG / LPG vessel
Water depth 50 meters LWS

00° 00' 40" S

117° 37' 30" E

- | | | | |
|----|--|---------------|----------------|
| 2. | Cargo Vessel
LOA more than 150 meters at
Water depth 40 meters LWS | 00° 02' 15" N | 117° 35' 20" E |
| 3. | Cargo vessel
LOA more than 100 meters under 150 m at
Water depth 15 meters LWS | 00° 05' 55" N | 117° 30' 50" E |
| 4. | Cargo vessel
LOA under 100 meters at
Water depth 12 meters LWS | 00° 05' 55" N | 117° 30' 08" E |

While at anchorage, they should exercise vigilance and keep in touch with the Terminal at all times.

Floating Logs:

Master are advised to keep careful watch on the approaches for semi submerged of floating logs may become hazardous to safe navigation

6. HARBOR CHANNEL

The Pertamina's Dedicated Harbor has a channel approximately 9 miles long, which forks to the left to LNG/LPG Loading Dock 2 and ahead to LNG Loading Dock 1 at Light No. 20. The Harbor channel has 42 units channel buoys, 6 pairs of range lights, one sector light unit located on the top of the control room Loading Dock 2, 2 outer mooring dolphin markers at the Mooring Dolphins No.1 & 7 the LNG/LPG Loading Dock 3, and one unit of light beacon / Land Fall at Beras Basah Island.

An area of 2,000 meters in radius around the Outer Sea Buoy has been wire swept up to a depth of 20 meters. The Outer Sea Buoy may be passed nearby either side, when approaching the South Bontang Terminal Entrance Channel.

CAUTION:

Right and left channel markers are the reverse of International Association of Lighthouse Authorities (IALA) practice to suit Indonesian requirements. The channel runs through coral reefs but it is well defined by lighted buoys equipped with radar reflectors. Range lights and markers are provided on each reach of the channel. Channel entrance buoys 2 and 3 and all buoys marking turns are fitted with quick flashing lights.

- Depth
The safe depth is 14 LWS meters in the turning basin.
Speed in the channel shall be restricted to such speed as is required to safely maneuver the vessel, but shall not exceed 7 knots.
- Width
The channels narrowest width is 500 meters.

7. TURNING BASIN

The turning basin is located in the front of each Dock with the following parameters:

- Depth
The depth in the turning basin area is 14 m L.W.S.
- Radius
The radius of the turning basin is R = 375 meters
- Maneuvering Method of Turning
The ships can berth at Loading Dock 1 and Loading 2 in portside or starboard position. Considering safety aspect during emergency situation, it is recommended to berth bow out (portside). Tug boat will assist the ships during berthing.

8. NAVIGATION AIDS

There are very few coastal landmarks in this area. The following should provide some helps for approaching purpose:

- The Terminal Radio transmittal building adjacent with skeletal antenna towers with height of 80 meters and painted red are located in approximate position:
- 00° 06' North Latitude and 117° 27' East Longitude. The towers are surrounded by fixed red warning lights.
- Land Fall Beras Basah Island is marked by a light beacon pinpointed in approximate 00° 03' 50.9" North Latitude and 117° 33' 35.4" East Longitude.

The character of Light Beacon Land Fall is group FL (3 + 2) W 20,5 sec.:

ON	OFF
1,0 sec	1,5 sec
1,0 sec	1,5 sec
1,0 sec	5,5 sec
1,0 sec	1,5 sec
1,0 sec	5,5 sec

Tower's height is approximately 120 feet (about 36 meters) above chart datum (130 cm below mean sea level) with a visibility of 22 miles.

Outer Buoy: Buoy "A" Red color location **00° 01' 30" N - 117° 35' 20" E**

9. SMALL CRAFT

The Harbor has 5 (six) Tug Boats, 3 (three) Mooring Boats and 2 (two) Patrol Boats with the following specifications:

NO	FLEET	FLEET NAME	SPECIFICATION
1.	Tug Boats	Bontang 04	Fire Tug @ 2 x 2100 HP (Z-Peller)
		Bontang 05	
		Bontang 06	
		Bontang 07	
		Bontang 08	Fire Tug @ 2 x 2000 HP (Z-Peller)
2.	Mooring Boats	Berebes I	@ 2 x 235 HP
		Berebes II	
		Beras Basah	
3.	Patrol Boats	LNG Badak I	@ 2 x 1303 HP
		LNG Badak II	

Note: Communication equipment uses VHF Storage Loading & Marine Radio Channel (Keep watch and standby on channel 16)

The use of fire wires or emergency towing off pennant is highly recommended to be applied. Fire wires should be rigged in accordance with the latest industry recommendations as figured on attachment 4.

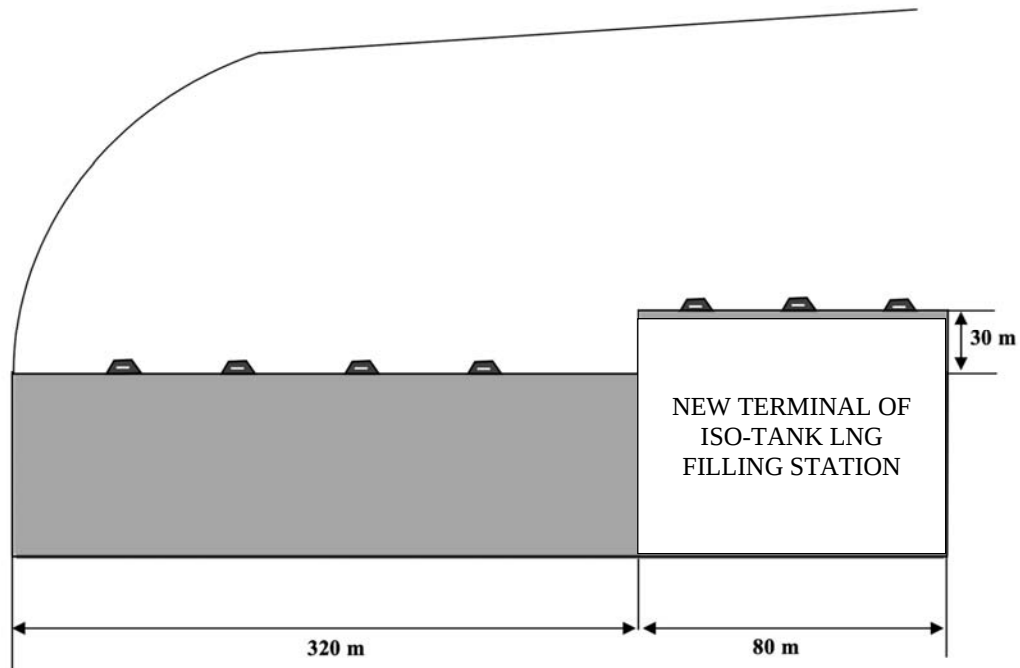
10. DOCK FACILITIES

Description of Terminal

The Pertamina dedicated Harbor is located on Bontang, the East Coast of Kalimantan at approximately **00° 06' N** and **117° 28' E** and consists of one Cargo Dock and two Loading Docks (Loading Dock 1 for LNG, Loading Dock 2 for LNG/LPG). Bontang local time is GMT + 8 hours throughout the year.

CARGO DOCK

NO	ITEM	SPECIFICATION
1.	Position	Latitude 00° 05' 09.00" N Longitude 117° 28' 43.4"E
2.	Type	Concrete
3.	Size	320 m x 70 m
4.	Fender	Rubber Fender V Type
5.	Depth	± 7 m LWS
6.	Maximum DWT	5000 DWT

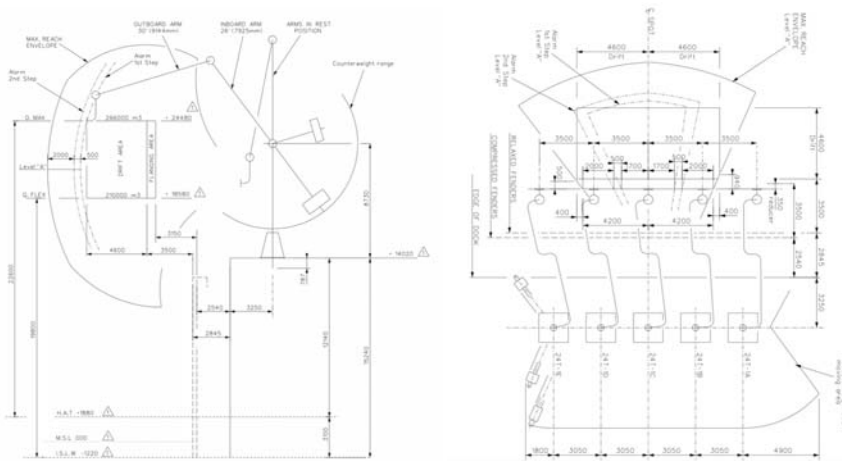


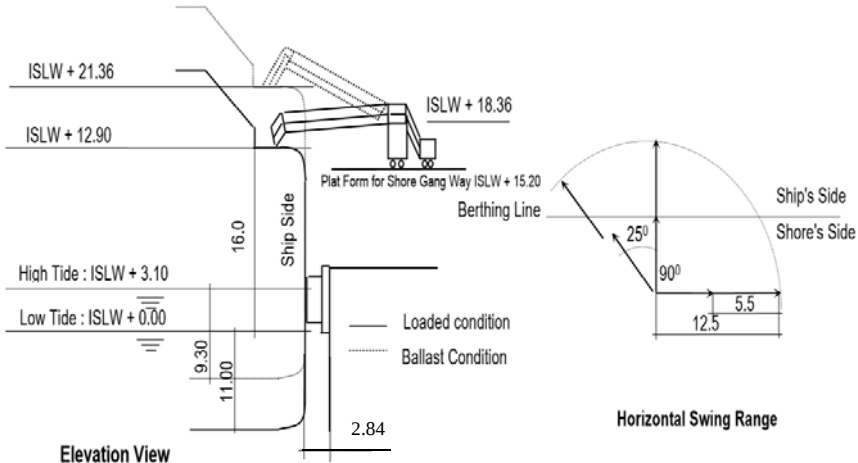
LNG LOADING DOCK 1

Location: **00° 05' 51" N – 117° 28' 47" E**

LNG Loading Dock 1 consist of four Breasting Dolphins (BD), four Mooring Dolphins (MD), five Loading Arms, Gangway, and Platform.

NO	ITEM	SHORE SPECIFICATION
A	TERMINAL PARTICULARS	
1.	Tide Datum Height	ISLW
2.	Tide Level	
	▪ Low	- 0.2 m
	▪ High	+ 3.1 m
3.	Depth of Water	- 14 m
4.	Main Alongside	Portside
5.	Fender Data	
	▪ Type	Super Cone / Manufactured by Fentek
	▪ Size	9.0 x 4.8 m ²
	▪ Reaction	378.6 ton
	▪ Energy Absorption	280.5 ton.m
	▪ Face Pressure	8.76 ton/m ²
6.	Mooring and Breasting Arrangement	
AFT Not to Scale FWD		
B	VESSEL DATA	
1.	Vessel Size by Volume	
	▪ Minimum	18,000 m ³
	▪ Maximum	145,000 m ³
	<i>Note: Further evaluation is mandatorily required for Membrane-type Vessel. The biggest Vessel berthed were LNG Abdelkader (Membrane-type) with volume of 177.000 m³ on February 2014 and LNG Nohsu Maru with volume of 180,000 m³ on June 2019.</i>	
2.	Length Overall (LOA)	
	▪ Minimum	151 m
	▪ Maximum	300 m

3.	Vessel Maximum Full Loaded Draft	12.6 m				
	Tug Boat Draft					
4.	- Maximum reach in ballast draft - Minimum reach in ballast draft	5.8 m 4.0 m				
5.	Allowable Berthing Speed	17.5 cm/sec				
6.	Maximum Beam	50 m				
	Maximum Berthing Displacement	108,500 tonnes				
7.	Note: The biggest Vessel berthed were LNG Abdelkader and Nohsu Maru with loaded (summer) displacement of 121,452 tonnes and 137,000 tonnes, respectively. Further evaluation is required for bigger displacement.					
	Height of Manifold from Water Line					
8.	- When Light (unloaded) - When Loaded	26.90 m 15.95 m				
9.	Manifold Spacing	2.5 – 3.0 m				
C	LNG LOADING ARM					
1.	Working Envelope					
 Not to Scale - Dimension in mm						
2.	Arm Specification	24T-1A	24T-1B	24T-1C	24T-1D	24T-1E
	Arm Diameter	16 inch	16 inch	16 inch	16 inch	16 inch
	PERC/DBV Diameter	16 inch	16 inch	16 inch	16 inch	16 inch
	Inboard Arm Length	7.925 m	7.925 m	7.925 m	7.925 m	7.925 m
	Outboard Arm Length	9.144 m	9.144 m	9.144 m	9.144 m	9.144 m
	Raiser Height	8.73 m	8.73 m	8.73 m	8.73 m	8.73 m
	Cargo to be Handled	Liquid	Liquid	Vapor	Liquid	Liquid
	Type of Arm	Double Counter Weight				
3.	Piping					
	Discharge	ANSI 150 / 16 inch / RF				
	Riser Inlet Flange	ANSI 300 / 16 inch / RF				

	Nitrogen Purge Line	ANSI 300 / 1 inch / RF				
	Nitrogen Purge Drain Line	ANSI 300 / 1 inch / RF				
	Arm Flow Rate					
4.	Liquid (m³/h)	2,500	2,500	-	2,500	2,500
	Vapor (Nm³/h)	-	-	91,400	-	-
5.	Design Temperature (°C)	-162	-162	-162	-162	-162
6.	Design Pressure (barg)	19	19	19	19	19
D	GANGWAY					
1.	Working Range					
						
2.	Specification - Type - Manufacturer - Distance - Lifting Range - Gangway Width	Lorry Type Verhoef Aluminum Scheepsbouw 16.5 m FWD from centerline of vapor loading arm 33 deg. Upward and 21 deg. Downward from pivot 0.75 m				
E	FACILITIES					
Communication System						
1.	- Communication - Radio Communication Channel - Email	Radio (Main) & Mobile Phone (Back Up) VHF: Bontang Radio on the International Maritime Mobile Service Channel 16 (156.80 MHz) PKN7@badaklng.co.id				
ESD/ERC System						
2.	- System - Type - Working Pressure - Trip Pressure - ESV Closing Time	Pneumatic Coupler V/V Snaptite No. SVHC Shut off Coupling ½ in. 3.5 kg/cm² 1.5 kg/cm² 10 – 15 seconds				

3.	Type of Service - Nitrogen Line 6.1 m from LNG Vapor Return Loading Arm - Fire Water 6.5 m from LNG Vapor Return Loading Arm - Drinking Water 6.1 m from LNG Vapor Return Loading Arm
4.	Fire Fighting System - Fixed Fire Water Sprayer, Fire Water Monitor, Dry Chemical, Fire Box/Hose Reel - Portable Hand fire Extinguisher, Wheel Fire Extinguisher - Fire Detection Hydrocarbon Gas Detection, Spill Detection, Ultra Violet/Infrared, CCTV - Connection System International Fire Fighting Connection System Standard
5.	BOG Compressor - Quantity 4 units - Capacity 3 units 30,000 Nm³/h and 1 unit 75,000 Nm³/h - Pressure 5 kg/cm² - Vapor Temperature -110 °C to -128 °C - Sampling Unit 3 units - Sampling Capacity 4.3 liter
6.	Grounding System: Insulated Flange

Telephone Number in Area Loading Dock 1

GANGWAY	MOORING POS	MAIN CONTROL ROOM	CONTROL TOWER
+62 548 55 1267	+62 548 55 1096	+62 548 55 1362	+62 548 55 1268

LNG LOADING DOCK 2

Location: **00° 05' 51" N – 117° 28' 47" E**

LNG/LPG Loading Dock 2 consists of four Breasting Dolphin (BD), nine Mooring Dolphins (MD), five LNG loading Arms, 4 LPG Loading Arms, Gangway and Platform.

NO	ITEM	SHORE SPECIFICATION
A	TERMINAL PARTICULARS	
1.	Tide Datum Height	ISLW
2.	Tide Level - Low - High	- 0.2 m + 3.1 m
3.	Depth of Water	- 14 m
4.	Main Alongside	Portside
5.	Fender Data - Type - Size - Reaction - Energy Absorption - Face Pressure	Super Cone / Manufactured by Fentek 8.0 x 4.5 m² 387.6 ton 280.5 ton.m 10.7 ton/m²
6.	Mooring and Breasting Arrangement	

55 36,5 57,5 26 27 17,25 26 21,25 16 23 47,5 37 45 55

19,3 48,3 11,3 55,8 19,3 3,3

ISLW +5 MD#9 2HOOKS @100T ISLW +5 MD#8 2HOOKS @100T ISLW +5 MD#7 4HOOKS @100T ISLW +5 MD#6 5HOOKS @100T ISLW +5 BD#4 2HOOKS @100T ISLW +5 BD#3 2HOOKS @100T ISLW +5 BD#2 2HOOKS @100T ISLW +5 BD#1 2HOOKS @100T ISLW +5 MD#4 5HOOKS @100T ISLW +5 MD#3 4HOOKS @100T ISLW +5 MD#2 2HOOKS @100T ISLW +5 MD#1 2HOOKS @100T

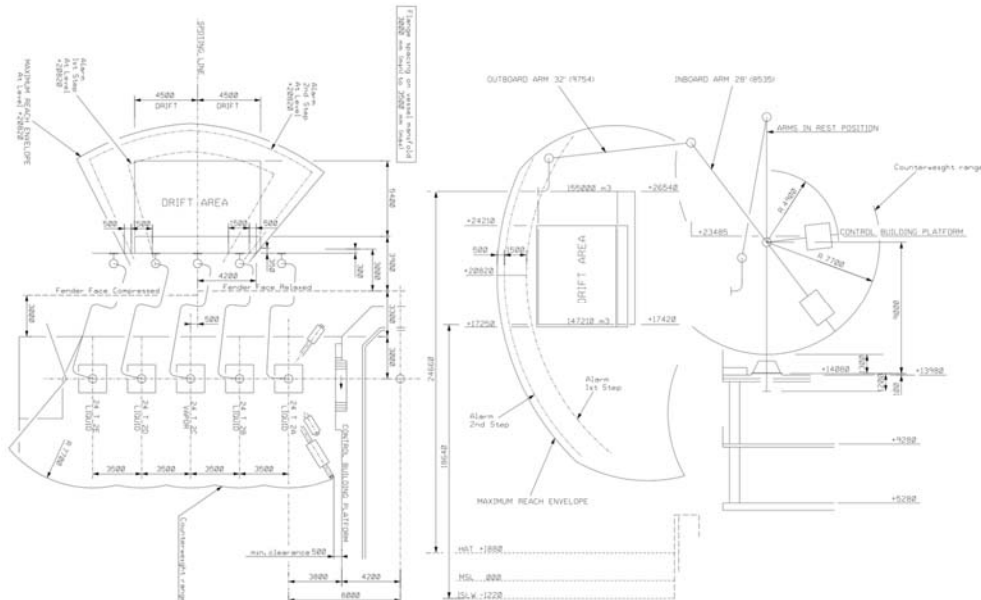
LPG SPOTTING LINE LNG SPOTTING LINE

ISLW +5 MD#5 2HOOKS @100T

UNIT : METER
SCALE : NTS.

AFT FWD

B	VESSEL DATA		
1.	Vessel Size by Volume	LNG Vessel	LPG Vessel
	Minimum	18,000 m ³	5,000 MT
	Maximum	145,000 m ³	70,000 MT
Note: Further evaluation is mandatorily required for Membrane-type Vessel. The biggest Vessel berthed were LNG Abdelkader (Membrane-type) with volume of 177.000 m ³ on February 2014 and LNG Nohsu Maru with volume of 180,000 m ³ on June 2019.			

	Length Overall (LOA)					
2.	- Minimum - Maximum	151 m 300 m				
3.	Vessel Maximum Full Loaded Draft	12.6 m				
	Tug Boat Draft					
4.	- Maximum reach in ballast draft - Minimum reach in ballast draft	5.8 m 4.0 m				
5.	Allowable Berthing Speed	17.5 cm/sec.				
6.	Maximum Beam	50 m				
	Maximum Berthing Displacement		108,500 tonnes			
7.	<i>Note: The biggest Vessel berthed were LNG Abdelkader and Nohsu Maru with loaded (summer) displacement of 121,452 tonnes and 137,000 tonnes, respectively. Further evaluation is required for bigger displacement.</i>					
8.	Height of Manifold from Water Line	LNG Vessel	LPG Vessel			
	When Light (unloaded)	27.76 m	22.39 m			
	When Loaded	18.64 m	10.41 m			
9.	Manifold Spacing	2.5 – 3.0 m				
10.	Flange Distance from Ship-side to flange face	2.7 – 7.8 m	4.0 – 7.1 m			
C	LNG LOADING ARM					
1.	Working Envelope					
						
2.	Arm Specification	24T-2A	24T-2B	24T-2C	24T-2D	24T-2E
	Arm Diameter	16 inch	16 inch	16 inch	16 inch	16 inch
	PERC/DBV Diameter	16 inch	16 inch	16 inch	16 inch	16 inch
	Inboard Arm Length	8.534 m	8.534 m	8.534 m	8.534 m	8.534 m

	▪ Outboard Arm Length ▪ Raiser Height ▪ Cargo to be Handled ▪ Type of Arm	9.754 m	9.754 m	9.754 m	9.754 m	9.754 m
		9 m	9 m	9 m	9 m	9 m
		Liquid	Liquid	Vapor	Liquid	Liquid
		Counter Balancing, Structure Support and Pantograph				
3.	Piping					
	▪ Discharge	ANSI 150 / 16 inch / RF				
	▪ Riser Inlet Flange	ANSI 300 / 16 inch / RF				
	▪ Nitrogen Purge Line	ANSI 300 / 1 inch / RF				
	▪ Nitrogen Purge Drain Line	ANSI 300 / 1 inch / RF				
4.	Arm Flow Rate					
	▪ Liquid (m³/h)	2,500	2,500	-	2,500	2,500
	▪ Vapor (Nm³/h)	-	-	91,400	-	-
5.	Design Temperature (°C)	-162	-162	-162	-162	-162
6.	Design Pressure (kg/cm².g)	15.5	15.5	15.5	15.5	15.5
D	LPG LOADING ARM					
1.	Working Envelope					
Elevation View Unit : millimeter Scale : Not Scale Plan View						
2.	Arm Specification	17T-2	17T-1B	17T-1A	17T-3	
	▪ Arm Diameter	8" 150	12" 150	12" 150	8" 150	
	▪ PERC/DBV Diameter	8 inch	12 inch	12 inch	8 inch	
	▪ Inboard Arm Length	9.144 m	8.534 m	8.534 m	9.144 m	
	▪ Outboard Arm Length	10.973 m	9.754 m	10.973 m	9.754 m	
	▪ Raiser Height	5.5 m	6 m	5.5 m	6 m	
	▪ Cargo to be Handled	Liquid/Vapor	Liquid	Liquid	Vapor	
	▪ Type of Arm	Counter Balancing and Pantograph				

3.	Piping				
	▪ Discharge	ANSI 150 / 8 inch / RF	ANSI 150 / 12 inch / RF	ANSI 150 / 8 inch / RF	
	▪ Riser Inlet Flange	ANSI 150 / 8 inch / RF	ANSI 300 / 12 inch / RF	ANSI 150 / 8 inch / RF	
	▪ Nitrogen Purge Line		ANSI 300 / 1 inch / RF		
	▪ Nitrogen Purge Drain Line		ANSI 300 / 1 inch / RF		
4.	Arm Flow Rate				
	▪ Liquid (m³/h)	2,500	2,500	2,500	-
	▪ Vapor (Nm³/h)	12,605	-	-	12,605
5.	Design Temperature (°C)	-46	-46	-46	-46
6.	Design Pressure (kg/cm².g)	19.6	19.6	19.6	19.6
E	GANGWAY				
1.	Working Range				
Unit : Meter Scale : Not Scale Elevation View Horizontal Swing Range					
2.	Specification				
	▪ Type	Telescopic Type			
	▪ Manufacturer	Sugita Industries			
	▪ Distance	15.3 m (from centerline of manifold to vapor loading arm)			
	▪ Lifting Range	31 deg. Upward and 22 deg. Downward			
	▪ Gangway Width	0.95 m			
E	FACILITIES				
1.	Communication System				
	▪ Main Communication	Radio (Main) & Mobile Phone (Back-up)			
	▪ Radio Communication Channel	VHF: Bontang Radio on the International Maritime Mobile Service Channel 16 (156.80 MHz)			
	▪ Email	PKN7@badaklng.co.id			

2.	ESD/ERC System - System: Pneumatic - Type: Coupler V/V Snpaptite No. SVHC Shut off Coupling ½ inch - Working Pressure: 3.5 kg/cm² - Trip Pressure: 1.5 kg/cm² - ESV Closing Time: 10 – 15 seconds
3.	Type of Service - Nitrogen Line: Available on each Arm - Fire Water: 7.2 m from LNG Vapor Return Loading Arm - Drinking Water: 6.1 m from LNG Vapor Return Loading Arm
4.	Fire Fighting System - Fixed: Fire Water Sprayer, Fire Water Monitor, Dry Chemical, Fire Box/Hose Reel - Portable: Hand fire Extinguisher, Wheel Fire Extinguisher - Fire Detection: Hydrocarbon Gas Detection, Spill Detection, Ultra Violet/Infrared, CCTV - Connection System: International Fire Fighting Connection System Standard
5.	BOG Compressor - Quantity: 4 units - Capacity: 3 units 30,000 Nm³/h and 1 unit 75,000 Nm³/h - Pressure: 5 kg/cm² - Vapor Temperature: -110 °C to -128 °C - Sampling Unit: 3 units - Sampling Capacity: 4.3 liter
6.	Grounding System: Insulated Flange

Telephone Number in area Loading Dock 2

MOORING POS	MAIN CONTROL ROOM	CONTROL TOWER	LPG CONTROL ROOM
+62 548 55 1418	+62 548 55 1362	+62 5782 55 1782	+62 5782 55 1749

11. COMMUNICATIONS

IN ADVANCE ARRIVAL

With respect to each cargo of LNG / LPG to be loaded the Master of the LNG / LPG Vessel shall give to the company at the loading facility at which such cargo is to be loaded, the following notice:

- I. A first notice shall be sent upon the Departure of the LNG / LPG Vessel from a discharge port which shall set forth the time of Departure from the discharge port; the estimated time of arrival at the loading port (ETA); the estimated amount of cargo to loaded; the estimated amount of bunkers, diesel, liquid nitrogen and fresh water required (if any), any crew changes that will take place (if any) and any spare part, provisions or repair that may be required.
- II. A second notice shall be sent 96 hours prior to the estimated time of arrival at the loading port.
- III. A third notice shall be sent 48 hours prior to the estimated time arrival at the loading port
- IV. A fourth notice which shall be sent 24 hours prior to the estimated time of arrival at the loading port
- V. A final notice shall be sent 6 hours prior to the estimated time of arrival at the loading port
- VI. Vessels other than LNG / LPG Vessels shall give notice of arrival 96 hours, 72 hours, 48 hours, and 24 hours prior to their estimated arrival at the terminal.

The vessel should send the notice to the General Agent and / or to the local Pertamina Agent via the Coastal Radio Station at Bontang. It is requested that confirmation or amendments are received by the terminal at least 48 hours and 24 hours distance from the terminal. Bontang Indonesia cable address: PT. PERTAMINA TRANS KONTINENTAL Branch Bontang. Communication for contacting Agent: Messages intended for PT. Pertamina Trans Kontinental branch Bontang can be forwarded through Station Bontang Radio / PKN 7.

CABLE DETAIL

The following information should be included in the cable:

- 1.1 Name of vessel and Radio call sign.
- 1.2 E.T.A and date in local time (GMT + 8 hours)
- 1.3 Cargo requirements.
- 1.4 Utilities requirement.
- 1.5 Maximum loading rate
- 1.6 If there is any sickness aboard or clean bill of health.
- 1.7 Crew and service requirements.
- 1.8 Last port of call.
- 1.9 Any condition on vessel that could affect Loading.
- 1.10 If vessel has clean bill of health, the vessel shall request radio pratique.

VHF COMMUNICATION

- Vessels equipped with VHF Radio telephone should contact Bontang Radio / PKN7 on the International Maritime Mobile Service Channel 16 (156.80 MHz) Simplex when in range to request berthing instructions.
- Vessels equipped with MF and HF radio Telegraphy or telephony should contact Bontang Radio / PKN7 as in the next table (see List of coast station for Bontang Radio / PKN7)

FACSIMILE & EMAIL BONTANG RADIO/ PKN7:

+62548551400 and +6254825565 & PKN7@badaklng.co.id

Note: Foreign ships within the territorial waters of the state of the Republic of Indonesia are prohibited from conducting radio communication with any station except under all of the following conditions:

1. The communications will be affected with, or by means of an Indonesia Coast Station/ Bontang Radio except to transmit distress, urgent emergency messages.
2. The minimum required power be utilized
3. No interference will result to any other authorized station
4. These communications shall mean upon notification by an Indonesia Coast Station.
5. When there are is no other means of communication for the exchange of communication in a port operation service on the authorized station Band 156 – 174 MHz (VHF)

LANGUAGE: The language of the Terminal is Bahasa Indonesia and English.

BONTANG RADIO
CR H24

(BONTANG RADIO)

INDONESIA

RTG
MOVINFO
PORTINDO

RTF.1
NAVINFO

A2 B1 H
8) 21) 26)

Call Sign	Power	Transmitting Frequency	Receiving Frequency	Class of Emission	Power	Hours of transmission of traffic list and hours of watch																								Minute 102	Geographical Coordinate	Note	
						00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23				24
PKN7		452		A1A	0.25	*		*		*		*	*	*		*		*		*		*		*		*		*			+00	00° 06' 18" N 117° 28' 44" E	
PKN7		500	500	A1A	0.25				*			*		*			*				*			*		*		*			+00		
PKN7		6456.5	6/5 6 17	A1A	1				*		*	*	*	*		*		*			*		*		*		*		*		+00		
PKN7		8626	8/5 6 17	A1A	1		*				*	*	*	*	*		*		*		*		*		*		*		*		+00		
PKN7		12980	12/5 6 17	A1A	1						*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		+00		
PKN7		4425.6	C423	J3E R3E	1	*					*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		+00		
PKN7		6512.6	C603	J3E R3E	1					*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		+00		
PKN7		6759.2	C814	J3E R3E	1																									+00			
PKN7		156.45 m	C09	F3E	0.25																												
PKN7		156.80 m	C16	F3E	0.25																												
		161.65 m	C19	F3E	0.25																												

12. SHIP ARRIVAL & DEPARTURE

PROCEDURE FOR APPOINTING AGENT

Owner should cable : PT. PERTAMINA TRANS KONTINENTAL
Attn. : Shipping Agency

The cable should appoint PT. Pertamina Trans Kontinental as agent to attend the LNG/LPG Vessels at Bontang Terminal and it should be sent two weeks prior to vessel's arrival. The above procedure is applicable to vessels whose operations have not signed a long-term Agency with PT. Pertamina Trans Kontinental. A representative of the agent will board at the anchorage or when at the jetty to deliver the necessary publications and forms and will make the necessary arrangements for the vessel to handle the cargo.

HARBOR MASTER, CUSTOM, IMMIGRATION AND PORT HEALTH OFFICER

If Provisional Pratique is not granted, a Port Health Officer will be provided. All to be arranged through and by the general agent. Port Health clearance is issued prior to the vessel's arrival and is also valid for departure clearance.

In accordance with practices in Indonesia ports, the vessel's nation flag, the Indonesia courtesy ensign, quarantine, shall be visible on all vessels approaching Bontang. These signals shall be displayed continuously until clearance is granted.

The Signal are as follows:

- Sunrise to Sunset : Quarantine Flag "Q"
- Sunset to Sunrise : Signal Light (red over white)

The "N" flag should be flown until the Immigration Officer boards the ship.

The "G" flag (request for Pilot) should be flown until the Navigation Advisor boards.

The vessel should also fly its call sign flag (signal letters). This signal may, however, be removed after the vessel is secured to the jetty. It must be flown again when the vessel sails and is kept visible until the vessel is clear of the anchorage area. The Navigational advisor is aboard, the "G" flag should be replaced by the "H" which signifies that the Pilot is aboard. The vessel may fly the "P" flag if it is going to sail within 24 hours.

Indonesia Immigration, Customs and Port Officials will board the vessel on arrival to grant clearance.

DOCUMENT

Custom, Immigration, Harbor Master and Port Health Officer will require the following for inspection:

- | | | |
|--|----|--------|
| 1. Crew list | 10 | Copies |
| 2. Five personal effect list. | 5 | Copies |
| 3. Ship's store list (inventory) | 5 | Copies |
| 4. Passenger list (if any) | 3 | Copies |
| 5. Arm & Ammunition list. | 5 | Copies |
| 6. Narcotic list. | 5 | Copies |
| 7. Animal list | 5 | Copies |
| 8. Parcel list | 5 | Copies |
| 9. Customs Declaration if needed | 1 | Copies |
| 10. Cargo manifest for transit cargo with a summary | | |
| 11. Clearance from the last port of call. | | |
| 12. Passport and / or Seaman's certificates for all the crew | | |
| 13. General declaration | | |
| 14. Maritime International Declaration of Health | | |
| 15. De-ratting exemption certificate | | |
| 16. Vaccination list. | | |
| 17. Five Voyage Memo list. | | |
| 18. Ship's certificates (see below for required documents) | | |

Tonnage, Load line, Safety Equipment, Safety Construction, Safety Radio, Fitness GC/IGC/BC/IBC, Oil Pollution Prevention, Minimum Safe Manning, Safety Management, Document of compliance, Classification Certificate, Ship Registry, ISPS Code Certificate and other appropriate documents

Cigarettes, cigar, tobacco, matches spirits, liquor, must be under custom seal from time of arrival of the ship in port until time of leaving territorial waters.

Passenger's goods can be categorized into:

1. Passenger's goods exempted from customs duties and other import duties and taxes.
2. Passenger's goods subject to custom duties and other import duties and taxes.

Passenger's goods exempted from custom duties and other import duties and taxes.

1. Goods for personal use during the trip such as clothes, shoes, wrist-watch or bags at value not exceeding FOB US \$ 250.00
2. Cigarettes not exceeding 200, or cigars up to 50, or tobacco up to 100 grams and alcohol not exceeding 1 liter per adult.
3. Camera, video camera, radio/portable radio cassette, binoculars and sports equipment in normal quantities required by foreign tourists while in Indonesia

Goods will be subject to custom duties and other import duties and taxes if its value exceeds the exempted value, example:

1. Goods for passengers valued at FOB US \$ 750.00, the custom duties and other import duties and taxes will be applied to the balance exceeding the exempted value, i.e. FOB US \$ 500.00 (US \$ 750.00 – UD \$ 250.00)
 2. Goods per family valued at US \$ 1,500.00, the customs duties and other import duties and taxes will be applied to the balance exceeding the exempted value, i.e. FOB US \$ 500.00 (US \$ 1,500.00 – UD \$ 1,000.00)
- Keputusan Dirjen Bea dan Cukai No. KEP-78/BC/1997

NOTICE

1. Without the approval of the authorized institutions, the following items are prohibited for importation to Indonesia territory: narcotics fire arms, gas operated gun, ammunitions, spring gun, explosive material, transceiver, cordless telephones, colored photocopy machines, materials/pornographic publications, printed materials in Chinese language/character, Chinese medicine.
2. Importing of films, video tapes, video laser discs, should go through authorized Censor institutions.
3. Concealment / violations are subject to sanctions which may be imposed in accordance with the regulations in force.
4. For your safe trip, please declare your carried goods in a customs Declaration at arrival in Indonesia (only one custom declaration for each family).

If arriving from a foreign port, the following documents may be required for granting pratique:

Certificate of Registry, Ship's Construction certificate, load line Certificate, Life Safety Equipment Certificate, Safety Radio / Telephone / Telegraphy Certificate, USCG letter of Compliance, Safety Management Certificate and De-ratting or Exemption Certificate. LNG/LPG loading document will be prepared at the Bontang Terminal and when the vessel has been loaded the documents will be completed and final clearance formalities will be carried out on board.

Note:

Vessels equipped with VHF radio telephone should monitor channel 16 before arriving outer sea buoy to request or receive instructions Pilot will board vessel while at anchorage and supervise transiting the channel for berthing.

DEPARTURE PROCEDURE

Procedure when berth is available on arrival. A vessel for which the berth is available on arrival will be boarded by a government. Pilot at the outer sea buoy and providing the vessel is in all respects ready to commence loading, the Notice of Readiness will be accepted as soon as tendered to the Terminal by the Master of the vessel.

The vessel which has been instructed by Bontang Terminal to anchor on arrival shall proceed to the designated anchorage. The vessel shall inform the terminal of the precise arrival time. According the terminal acceptance of the Notice of Readiness will coincide with this arrival time.

EXACT ARRIVAL TIME

It is stressed that advanced notice must be given to the Terminal of exact arrival time. Failure to do so may lead to loss of the vessels berthing turn.

EARLY DEPARTURE PROCEDURE (E.D.P)

At the Master's option, he may expedite the turnaround of vessel and avoid undue delay caused by weather, or other circumstances, use the early departure procedure. In this case the Master is requested to sign a blank cargo document.

Normally, a completed cargo document is required by the Master, and it will be placed on board prior to sailing, if this is not possible, without incurring delays of undue nature, the relevant document will be mailed to the Master to await the vessel's arrival at the discharge port

The official cargo, quantity loaded, will be transmitted by radio while unmooring. In the event of dispute, the receipt of a letter of protest will be acknowledged by the Storage & Loading Shift Supervisor.

Any protest by the Master concerning the quantity of cargo should be made before departure and any resulting investigation should be made before the vessel sails.

OUTWARD CLEARANCE

A Vessel will be considered clear to depart from the Bontang Terminal when the LNG / LPG loading documents have been delivered to the Master, or in the case of Early Departure Procedure clearance will be given through the Storage & Loading Shift Supervisor.

Prior to the vessel departure, the Immigration Official will require 6 copies of the crew list to be marked for Departure Immigration Clearance and signed.

They will be distributed as follows:

➤	Master of the vessel	1	Copy
➤	Pilot	1	Copy
➤	Custom	1	Copy
➤	Ship Agent	1	Copy
➤	Immigration	2	Copies
	<u>T o t a l</u>	<u>6</u>	<u>Copies</u>

Upon presentation of the crew list which is signed and marked for Departure, Immigration Clearance, and Custom Clearance; the Harbor Master will issue the **Port Clearance**

Final clearance formalities will be carried out aboard the LNG vessels at the Dock or in the anchorage area, as circumstances dictate.

Before leaving the Terminal area, The Master should advise the Terminal of the vessel's ETA at destination through the Pilot.

13. PILOTAGE

A pilot will board the vessel at the Outer Sea Buoy or in the anchorage area. The Pilot will advise the Master on all maneuvers while navigating the entrance channel and relative to berthing and un-berthing.

The services of the pilot shall not be liable for any damage or injury resulting from any advice, assistance or action, given or made, by such Pilot.

Vessels are requested to make a lee and have a pilot ladder or an accommodation ladder that is long enough to reach the Pilot's launch. At night, adequate lighting should be provided.

PILOTAGE OF VESSEL

1. Pilotage waters, boundaries for Compulsory Pilotage and Request for Pilot.
 - a. The Extraordinary Pilotage Area has been declared for Bontang Port in accordance with the Director General of Sea Communications decree letter No.DPP/33/1/120 dated October 12, 1977 as from outer buoy at approximate position of 00° – 02' - 05 North and 117 – 34' - 10" East, through until the Bontang Harbor basin.
 - b. In accordance to the Ministry of Communication's decree letter No.DPP.30/5/6 dated November 2, 1977, Bontang Harbor limit are:

Point A	:	00° 07' 28" N	/	117° 31' 18" E
Point B	:	00° 06' 00" N	/	117° 33' 44" E
Point C	:	00° 02' 10" N	/	117° 35' 48" E
Point D	:	00° 00' 44" N	/	117° 35' 22" E
Point E	:	00° 04' 00" N	/	117° 31' 16" E
Point F	:	00° 04' 36" N	/	117° 29' 38" E
Point G	:	00° 04' 42" N	/	117° 28' 34" E
 - c. The Pilot is compulsory for LNG/LPG Vessel.
 - d. Other vessels over 500 cubic meters or 176 Gross Register Tonnage are obliged to use Pilot unless provided otherwise by the Harbor Master.
 - e. Provisions concerning the request for Pilot should be forwarded to the Pilot Commissioner for:
 - Incoming vessels, submitted at least 6 hours before vessel's arrival at the Pilotage waters limit at outer Buoy.
 - Outgoing vessels, submitted at least 3 hours before vessel's departure
 - f. Vessels requesting a Pilot at daylight should display the International Code "G" Flag
2. Stipulation for using Tug Boats and Mooring Boats:

The utilization of tug-boats and mooring-boats for vessels mooring or unmooring to / from the berth, is in accordance with the Minister of Communications letter of decree, with remarks that if it deemed necessary, the Harbor Master may designate the use of tug-boats to assist the maneuvers of vessels of less than 70 meters.
3. Communication schedule of Pilotage
 - a. The communications between the LNG vessel and Pilot Station shall be according to the following appliances:
 - VHF : Channel 16 (156.800 MHz) (Main)
 - : Channel 12 (156.600 MHz) (Secondary)
 - Other International Code of Signals
 - b. The communications between the Pilot and the tug-boats, mooring-boats, escort-boats and the vessel assisted, will use the "Radio Channel Storage Loading & Marine".
 - c. The piloting of LNG vessels, shall be done in good weather conditions considering the estimated time of arrival at Harbor basin or outer Buoy.
4. Pilot Certificates.
 - a. For every Pilot service, a Pilot Certificate shall be issued, signed by the Master.
 - b. The Pilot fee calculated in accordance with the letter of decision of the Minister of Communications
5. The Master and Pilot's Duties:

The Master of the vessel:

 - a. The Pilot ladder should be prepared in accordance with International Regulations (SOLAS) for the purpose of taking the Pilot onboard.
 - b. As long as the Pilot is on board, or at any time deemed necessary, the Master should take soundings of water depth in doubtful positions.
 - c. The Master shall give information to the Pilot concerning ship's data e.g. draft, maneuverability and ship's characteristics.
 - d. The Master should provide meals for the Pilot at designated times free of charge and if necessary, provide a place for the Pilot to rest.
 - e. In unexpected situations, where the Pilot cannot disembark and is forced to stay with the vessel, the Master should be obliged to send back the Pilot to his residence or designated place at the vessel's expenses.
 - f. The Master has no right to keep the Pilot onboard after the Pilot service has been completed.

- g. When transiting the Pilotage waters, an anchor, sea, the Master should immediately plot the position of the incident/occurrence and likewise report to the Harbor Master.
- h. If the vessel has been piloted in an improper manner, the Master should state so in the Pilot certificate or in a written report to the Pilot's Commissioner.
- i. The Master must endeavor that the use of signals on his vessel will not cause confusion or doubt to others.

Pilot's Duties:

- a. The Pilot is obliged to render all information to the Master whether requested or not i.e. regarding Port Regulations and Requirements, Immigration, Port Health and Customs.
- b. The Pilot should submit the vessel's Harbor Report and before commencing the Pilot's service request written data from the Master such as:
 - Ship's sea worthiness
 - Capability of main engine
 - Possibility of leakage
 - Free of contagious diseases
 - Ship's Notices
- c. The Pilot should have supervision over all ships at anchor in the outer buoy as well as in the Harbor basin
- d. The Pilot is obliged to prepare everything, i.e. tug boats, mooring-boats and pilot boat with communications equipment to carry out the proper Pilotage services entering to and departing from the Harbor.
- e. The Pilot is obliged to arrive together with the escort-boat and tugboats to meet the LNG Vessel on her arrival at the outer buoy. During his passage the Pilot is obliged to maintain communications with the vessel to be assisted (piloted) as well as with the Pilot Station.
- f. The Pilot is obliged to give and display International Code of Signal to the attention of all the assisting facilities/vessels (escort-boat, tugboats, mooring-boats).
- g. "OK" if the Pilotage assistance is ready to commence
- h. "NO" if not yet ready, or giving information through other agreed upon means of communication.
- i. While transiting inward or outward of the Pilotage water, the Pilot is obligated to maintain a proper and continuous look out with the Pilot Station and escort-boat giving information the regarding situation of the vessel as well as her position/environment
- j. The Pilot is obligated to be onboard and at and in communication with assisting facilities (tugboats, mooring boats, and escort-boat complete with communication appliances) at least 30 minutes before the vessel's departure.
- k. The Pilotage assistance is considered complete / finished at the arrival of the assisted vessel at the outer Buoy, or if the vessel has been moored properly at her berth or anchor.
- l. The Pilot-boat should arrive at the outer Buoy prior to the LNG vessel's arrival to meet the Pilot and return to the pilot station except in cases of force majeure.

14. LOADING PROCEDURE

GROUNDING CONNECTION

The grounding connection is achieved by installing insulation flange between ship/shore interface.

GANGWAY

A gangway is available on the Dock and will be placed in position by the Dock crew after the ship has been moored. They will check the gangway position during loading and remove it after the cargo loading has been completed.

COMMUNICATIONS DURING LOADING

The communication during loading will use the mobile phone and/or radio, which will be transferred during on-board meeting. Both the ship's cargo officer and the Storage Loading & Marine shift supervisor must notify each other before, during and after loading process.

Mobile phone number Dock 1 LNG : +62811 588 812 (for terminal) & +62811 587 444 (for vessel)

Mobile phone number Dock 2 LNG/LPG : +62811 555 644 (for terminal) & +62811 555 844 (for vessel)

CUSTODY TRANSFER

Interested parties from the following organizations will be present at custody transfer measurements:

- Indonesia Custom
- Vessel's Master or his representative
- PT. Badak NGL (The Company)

A record of necessary cargo levels temperatures, pressures, densities and of the ship's attitude will be made before and after cargo loading. All related parties will sign the record of cargo loaded.

LIQUID NITROGEN

Liquid nitrogen supply is not available.

BEFORE LOADING

The ship should arrive at the terminal with the liquid lines cooled down to the required temperature. When the ship arrives, the shore terminal loading piping will have been cooled to the required temperature. The safety check list should be checked off item by item by the ship and shore personnel before loading operations are started. The loading arms will be connected, and the ship will start the water curtain at the loading manifold, available. The loading arms will be cooled down. The loading arms connections will be inspected for leaks and all leaks stopped before proceeding further.

GAS RETURN SYSTEM

Immediately on start of cargo loading, the ship's gas compressor should be aligned to return gas to shore through the vapor return line. The number of compressors used and their capacity should be controlled to maintain the desired gas pressure in the ship's tanks. At the end of the loading period, upon giving verbal notice to the shore, the vapor manifold valves should be shut and compressor realigned to send boil-off gas to the ship's boilers. Ship arriving with LNG on board must vent no through ship's vent no system until the vapor arm is connected, if the ship is unable to use boil-off in its boilers while maneuvering.

The boil-off gas shall be transferred to the shore during loading process, except it is stated in agreement between buyer and seller.

START OF LOADING

After all liquid piping, including loading arms, have been cooled down, inspected and custody transfer measurement made, the loading of LNG may be started. The loading of each tank should start separately and at moderate rates, until all piping and valves have been observed to be operating correctly. Full rate filling of all tanks shall proceed until a specified level in each tank is reached.

TOPPING OFF

When the vessel requires a reduction in pumping rate when the tanks approach a full condition, the shore loading master must be notified.

As each tank is brought to the required level the vessel will notify the shore loading master of the intention to close off the tank. The vessel will also advise the loading master when the last tank is approaching the required level and again prior to completion of loading. The shore loading master will notify the ship as pumping rates are reduced during topping off.

COMPLETION OF LOADING

After loading has been completed the liquid loading arms will be drained of LNG/LPG and all loading arms will be purged and disconnected.

Draining and purging will be accomplished by introducing gaseous nitrogen to displace both the LNG liquids and vapors. The water curtain system at the loading manifold will be secured. Custody transfer measurements will be taken.

INTERRUPTION OF LOADING

If an interruption of loading occurs, notification will be given by either ship or terminal as soon as possible and also advice on the next intended or required action. When the cause of the interruption has been corrected, loading may be resumed under the normal start up procedure.

TANK COOL-DOWN

If the ship arrives from a discharge port with insufficient LNG in the tanks and cannot maintain the tanks at the required temperature, it will be necessary to cool down the tanks prior to the start of loading. The loading arms and supply hoses will be connected in the usual manner and the loading arms cooled down. The ship will receive LNG at a low rate through its cool down system and introduce it into the tanks. The ship's tanks and piping must be cooled to the required temperature before loading may be started. The vapor generated, during this process will be returned to shore by the ship's compressor

STORES AND PROVISIONS

There are no facilities for regular loading of stores and provisions.

If urgency requires delivery of materials to the ship at Bontang, they must be taken aboard with the ship's stores crane.

This operation may be carried out while cargo is being loaded, subject to terminal approval.

The availability of supplies is limited and requests for store should be only for essential needs and should be made well in advance.

15. GENERAL HARBOUR FACILITIES**TELEPHONE AND COMMUNICATION (MAIN)**

Wireless mobile phone and/or Radio, will be transferred for main communication during loading or unloading LNG or LPG. The wireless mobile phone may connect to all area of the plant by dialing **+62 548 55** and followed by **4 numbers extension** (example: +62 548 55 1234 for calling Fire Station).

INTERNATIONAL OR EXTERNAL TELEPHONE CONNECTIONS

No direct connections are available from the ship to International or local external connections through the plant telephone system.

TRANSPORT OF PERSONNEL

There are no local shore facilities available to ship's crew, only essential transportation for ship's crew having business in the terminal is available. This may be requested to PT. PERTAMINA TRANS KONTINENTAL Phone : **+62 548 55 1575 and +62 548 55 1326**. Other local transportation is not available to the ship's Personnel.

REPAIRS

There are no ship repair facilities at shore. Limited repairs may be made available, but only in case of an emergency affecting the safety or seaworthiness of the vessel.

RADIO MEDICAL AID

Qualified medical staff will generally be available for consultation by radio (Medical Channel).

RECREATION FACILITIES

No recreation facilities are available for the ship's crew.

CONSULAR SERVICES

No consular services are available locally.

BUNKER FACILITIES

No bunker facilities are available.

Note messages may be sent in WT and/or RT (depending on the facilities of the station addressed) through **PKX2** or **PKN7** medical messages to be prefixed by the emergency signal (XXX or PAN repeated three times)

Addressed to : XXX Radio Medical
Name of coast station Pertamina Jakarta Radio PKX2
or
Pertamina Bontang PKN7.
Attention is draw to the international Code of Signal
1969 – Medical
Language: Indonesia or English.

16. EMERGENCY PROCEDURE

Three sets of shore emergency procedures will be delivered to the ship for posting aboard. Three sets of ship emergency procedures will be delivered to the terminal. These emergency procedures will contain plans to handle fires and all other emergencies in the plant, on the Dock and coordination required between ship and shore. The emergency procedures will be up dated regularly.

17. SAFETY AND SECURITY

Responsibility for the safe conduct of operations on board your ship while alongside our terminal rest with you as Master. Nevertheless, since our personnel, property, and other shipping, may suffer serious damage in the event of an accident aboard your ship, we request, before operations start, to seek your full co-operation and understanding on all safety requirements set out in the ship/terminal safety check list.

These safety requirements have been drawn up by a number of international terminal operations in conjunction with a representative section of the international vessel industry. They are based upon the provisions of the codes of safe practice currently accepted by the oil vessel industries. We expect you, and all under your command to adhere strictly to them throughout your stay at this terminal. We will do our part, to ensure that our personnel will do likewise and co-operate fully with you in the mutual interest of safe and efficient operations.

In order to assure ourselves of your compliance with these safety requirements we shall, from time to time, instruct a member of our staff to visit your ship and, after reporting to you, or to your deputy, join one of your officers in a routine inspection of the cargo decks and accommodation spaces. If we observe infringements on board your ship of any of these safety requirement we shall bring this immediately to the attention of yourself or, of your deputy to take immediate corrective actions. If such action is not taken in a reasonable time, we shall adopt such measures as appear to us most appropriate to deal with the situation and shall notify you accordingly.

If you observe any infringement of these requirements by our terminal staff, either on the Dock, or on board your ship, please bring this immediately to the notice of our representative who is nominated as your contact during your stay at the terminal. Should you consider that any action on our part, or equipment under our control, is unsafe you are fully entitled to demand an immediate cessation of operations.

Your Senior Terminal Representative on duty is the Loading Master **Phone : +62 548 55 1248**

We reserve the right in the event of continued or flagrant disregard of these Fire & Safety Requirement by any ship, to stop all operations and order that ship off the berth for appropriate action to be taken by the Charters and owners concerned.

PT. BADAK NATURAL GAS LIQUEFACTION SOUTH BONTANG LNG MARINE TERMINAL NOTICE :

FIRE & SAFETY REGULATION

This notice is to be posted in a prominent position on board ship. The following Fire & Safety Regulation and Smoking Restrictions should be brought to the notice of all personnel on board and must be strictly enforced. Smoking is prohibited while moored to the dock, except in the designated areas in the parts of the vessel specified by the Master. The smoking area in open-air is strictly prohibited

Masters or any officers must ensure that these restrictions are strictly followed. Cigarette butts and hot materials must not be thrown into the water at any time. No chipping or scaling is allowed while the vessel is moored. All ship's scuppers on main deck must be plugged and cemented oil tight. Approved mechanical means of closing scuppers may be accepted.

The main engine must be available for use at all times while secured at the Terminal.

Free hoses on forward and aft decks must be rigged and ready for instant use unless the vessel is adequately equipped with fire monitors. It is the responsibility of the Master to ensure that mooring lines of his vessel are tight at all times. Portable fire extinguishers of the dry chemical type, should be placed conveniently near the vessel's manifold.

ALARM IN CASE OF FIRE

A. On board vessel : A succession of long blast of ship's whistle (each blast of not less than 10 second duration) supplemented by a continuous sounding of the general alarm system.

B. At terminal : Vessels will be advised by V.H.F. radio or mobile phone what action to take

Terminal Fire & Safety Inspections

It is the duty of the Terminal Fire & Safety Inspector to make periodic inspections on board the vessel to determine if any breach of the Terminal Fire & Safety and fire regulations is occurring. Inspectors must be allowed free access on board all vessels at all times for this purpose.

[F I R E]

[I N T R U C T I O N S I N / C A S E O F F I R E]

[D O N O T H E S I T A T E T O A C T I V E T H E A L A R M]

SHIP FIRE WHEN MOORED TO THE TERMINAL BERTH.

A succession of long blast of the ship's whistle (each blast of not less than ten second duration) supplement by continuous sounding of the general alarm system.

EMERGENCY SIREN.

At this Terminal the general emergency sirens is:

One continuous blast on siren for 2 minutes duration

ACTION BY SHIP	ACTION BY SHORE (TERMINAL)
FIRE ON YOUR SHIP: ▪ Raise alarm ▪ Fight fire and prevent fire spreading ▪ Inform Terminal control center (Loading Master) ▪ Cease all cargo operations and close all valves ▪ Stand by to disconnect loading arms and mooring lines ▪ Bring engines and crew to stand by, ready to un-berth.	FIRE ON DOCK, OR TERMINAL SITE: ▪ Raise alarm ▪ Cease all cargo operations and close all valves ▪ Fight fire and prevent fire spreading ▪ Stand by to disconnect loading arms and mooring lines ▪ Inform LNG Vessel ▪ Terminal emergency procedure is immediately in effect, refer to PT. Badak NGL Emergency Control Plan (ECP) latest edition *
FIRE ON THE DOCK OR TERMINAL SITE ▪ You will be advised and if necessary then instructed : ▪ Cease all cargo operations and close all valves. ▪ Standby to disconnect loading arms and mooring lines ▪ Bring engines and crew to standby, ready to un-berth.	FIRE ON ANOTHER SHIP ▪ Cease all cargo operations and close all valves ▪ Stand by to disconnect loading arms and mooring lines ▪ Stand by to disconnect loading arms and mooring lines ▪ Terminal emergency procedure is immediately in effect, refer to PT. Badak NGL Emergency Control Plan (ECP) latest edition. *

Note : * Please find the details of ECP at the attachment section.

18. EMERGENCY CONTROL

PURPOSE

The purpose of this procedure is to point out specific responsibilities and courses of action to all personnel involved in emergency situation at the LNG/LPG Loading Dock. In the event that an emergency reaches such proportions, that is considered necessarily to sound the emergency control plan, which will be discussed further during on-board meeting.

SCOPE

This procedure shall coordinate all emergency control activities carried out by PT. Badak NGL Management, Operations, Maintenance and the SHE&Q Departments.

POLICY

When the control of an emergency situation exceeds the resources immediately available at the Loading Dock. Specific responsibilities will be described. Examples of emergency situations are, but not limited to fire incidents, release of LNG/LPG gas to atmosphere, strong winds, etc.

GENERAL

It is responsibility of every employee to observe conditions in his area of activity and to make any correction and/or notify his immediate Supervisor of any unusual occurrences.

Any employee, upon discovery of an emergency situation must immediately notify the operation shift Coordinator of the problem. He should not delay in seeking assistance by contacting:

Radio : Fire Protection Channel
Telephone : +62 548 55 3333
Local Annunciator : Fire Alarm Pull Box

The Loading Master or Storage Loading & Marine Supervisor shall initiate the Emergency Procedure, by conveying via fire protection radio channel or mobile phone (an emergency +62 548 55 3333) to the Shift Coordinator Office, Main Fire Station, Medical and Security POSKO, detailing the nature and action required by the involved parties, which should be in accordance with the Department and Section function below:

1. Operations Department

The Loading Master, upon discovery or hearing of an emergency situation shall implement the appropriate action based on following guide:

CASE	CONDITIONS (SHIPSIDE)	ACTION	CONDITIONS (SHORE SIDE)	ACTION
a	Electrical storm, Mechanical Failure or Electric Power Failure	Step 1	Electrical Failure, Electric Storm	Step 1
b	Leakage, Overflow, or release of gas to atmosphere	Step 2	Leakage or release gas to atmosphere	Step 1 – 6, Depending on situations
c	Abnormal vapor pressure in ship's Tank	Step 2		
d	Fire	Step 1- 6 Depending on situation	Fire	Step 1 – 6 Depending on situation
e	Strong winds (wind is pushing the ship away from the Loading Dock)			

	- Wind velocity reaches 20 knots	Step – 3 without No 1 & 2		
	- Wind velocity reaches 25 knots	Step – 1		
	- Wind velocity reaches 30 knots	Step – 4		
	- Wind velocity gradually increase above 30 knots.	Step – 6		
f	Vessels Moving from Dock as result of Failure of vessel Winch or of Ship Moving at Berth	Step 1 – 6 Depending on situation		

ACTION GUIDE

NO	ACTIVITIES	STEP					
		1	2	3	4	5	6
01	Stop Loading or Unloading Operations	X	X	X	X	X	X
02	Extinguish marine flare fire		X	X	X	X	X
03	Tug boat, mooring boat ready vessel's main engine and bridge ready			X	X	X	X
04	Purging Heating of the loading Arms				X	X	X
05	Disconnect Loading Arms					X	X
06	Unmoor from berth					X	X

Note:

1. It is estimated that it will take approximately two hours for the LNG/LPG vessel to stop Loading, warm up the Loading Arms, disconnect, sail so as to be clear of the Harbor entrance.
2. The LNG/LPG loading system is equipped with quick a release system. In emergency situations, it is not necessary to drain and warm up the arms. It is estimated to take 30 minutes to unmoor and clear the Harbor entrance
3. Communications between vessel and Marine via Storage Loading & Marine Channel.

COMMUNICATIONS AND APPROVAL

The methods of communication and approvals to carry out any of the above actions are as follow:

Step 1 to Step 2, Attendants:

Shore side : Loading Master
 Shipside : Ship Master or Chief Officer
 Communication : Intrinsically safe radio or mobile phone

Selection Step 3, 4, and 5, Attendants:

Shore side : Storage Loading & Marine Manager or his representative and shift coordinator
 Shipside : Ship Master or Chief Officer
 Communication : Marine Radio VHF-16, Intrinsically safe radio or mobile phone

Step 6, Only by agreement, attendants:

Shore side : Storage Loading & Marine Manager or his representative and shift coordinator

Shipside : Ship Master or Chief Officer

Communication : Marine Radio VHF-16, Storage loading & marine channel, safe radio or mobile phone

1.1 Storage Loading and Marine Section

During an emergency at the Loading Dock areas, the Storage Loading & Marine Manager holds authority over all off shore and floating equipment. On shore Equipment is generally under the authority of Operations Department.

The responsibilities of these two areas may overlap during an emergency situation effecting the Loading Dock, in such circumstances joint decisions will be made before implementing the necessary action.

The Storage Loading & Marine Manager in the event of an emergency shall:

- a. Place Tug Boat Fire crews on standby alert and coordinate their action
- b. Request additional assistance as required
- c. Place mooring crew on standby alert
- d. Maintain communications with the Loading Master and ship's crews
- e. Coordinate the release of the LNG/LPG Vessel for Emergency purposes.
- f. Maintain a clear exit route from the Harbor.

1.2 Fire & Safety Section

Fire & Safety Manager shall be notified in all cases unlikely event of emergency involving shipside (1) thru (3) and shore side (1) thru (6) on the incident guide, by Radio Fire Protection Channel or telephone 1234.

Upon receipt of a call for assistance Fire & Safety Manager shall ensure:

- a. Fire Shift Supervisor Fireman, to respond to the emergency scene
- b. Notify the Security Post of the emergency location and type
- c. Notify the Medical Emergency Station to remain on standby or dispatch the necessary equipment and/or manpower.

On duty Fire & Safety Shift Supervisor shall:

- a. Ensure On duty Fireman, to respond to the emergency scene.
- b. Notify Fire & Safety Manager proceed to the scene.
- c. Notify any required emergency assistance shall proceed to the scene and/or emergency station necessarily.
- d. Dispatch the required equipment and manpower to the emergency scene.
- e. If necessary, initiate the actuating of the ECS/Paging system.
- f. If necessary, actuate the Paging System for the attendance of the Auxiliary Emergency Team and off duty fireman, after having approval from the Fire & Safety Manager.

2. Security Section

Upon being notified of an emergency at the Loading Dock area, the on-duty Security shift personnel shall:

- a. Notify his Supervisor and Manager
- b. Immediately take action to control traffic movement within the restricted area, entrance gate post to the Loading Dock areas.
- c. Restrict unauthorized personnel and vehicles entering the emergency area
- d. On Duty Security Shift Supervisor in field report to the Emergency Scene Command Post.
 - Report the action already taken by Security.
 - Take action on the advice given by Safety Inspector / Supervisor to stop work in the surrounding emergency area and further Security measures as required.

The Security Manager & Supervisor shall proceed to their Security Post. Command (POSKO) to coordinate and supervise:

- a. Overall Security Control
- b. To prepare evacuation routes for implementation
- c. To call additional manpower if required

Authorize Vehicles to the emergency scene or restricted Area.

- a. All fire fighting vehicles
- b. All Ambulances
- c. Storage Loading & Marine Vehicles
- d. For cargo dock and dock yard area, the required vehicle from KSOP is permitted.

Authorized Personnel to the Emergency Scene

- a. Fire Fighting Uniformed Personnel
- b. Red Uniformed Fire & Safety Personnel
- c. Uniformed Security Personnel
- d. Ambulance / Medical Personnel
- e. Auxiliary Emergency Team
- f. Storage Loading and Marine Terminal Personnel
- g. Port Authority Personnel

3. Medical Section

On receipt of a call for assistance, the Medical Section will:

- a. Dispatch Ambulance (s) with drivers and attendants to the emergency Scene command Post.
- b. Call the on-duty Doctor and notify him of the situation
- c. Place First Aid and / or Hospital on alert.
- d. If considered necessary, dispatch Doctors & Nurses to the Emergency Post.
- e. The Medical Section shall at all times be maintained in a ready condition and available for immediate response to Emergencies. An Ambulance driver and attendant should proceed to the scene immediately.

FIRE & SAFETY REGULATION

Fire & Safety regulations will be strict adhered to in accordance with the instructions and regulations which appear on the following page of this booklet:

SAFETY REQUIREMENTS AND SHIP/TERMINAL SAFETY CHECK LIST

A letter concerning safety requirements will be given to the Master of each vessel by the Storage & Loading Shift Supervisor. A copy of this letter appears in this booklet. A ship/terminal safety check list will accompany this letter and the Storage & Loading Shift Supervisor for the Terminal.

An example of this list is included in this booklet.

Notice for Fire & Safety Regulations will be posted in a prominent position on board by the responsible official for the vessel. An example of this notices can be found in the appendices of this booklet.

19. PORT CHARGES

NO	PORT CHARGES	TARIFF	DESCRIPTION
01	Harbor Dues	Government Tariff	GRT x Tariff In US. \$
02	Tonnage Dues	Government Tariff	GRT x Tariff In US.\$ X Etmal
03	Pilotage Fix Fee	Government Tariff	Tariff x 2
04	Pilotage Variable Fee	Government Tariff	GRT x Tariff in US.\$ x 2
05	Effective Tug Expenses	Government Tariff	Hours x Tariff In US.\$ x 100%
06	Escort Tug Expenses	Government Tariff	Hours x Tariff In US.\$ x Ttl Tug x 100%
07	Stand-by Tug Expenses	Government Tariff	Hours x Tariff In US.\$ x Ttl Tug x 100%
08	Variable Tariff	Government Tariff	Hours x Tariff In US.\$ x GRT x 100%
09	Pilot Boat	Government Tariff	Hours x Tariff In US.\$ x 100%
10	Service Boat	Government Tariff	Hours x Tariff In US.\$ x 100%
11	Navigation Fee	Government Tariff	GRT x Tariff In US. \$
12	Dangerous Cargo (PUP7) Fee	Government Tariff	Total Quantity Loaded (MT) x Tariff in Rp
Note : Regulation Government PP No. 11 Tahun 2015 and Mutual agreement Pertamina (Persero) with PT. Pelabuhan Indonesia IV (Persero) PD 10 Tahun 2014			

20. CONDITIONS OF USE OF BONTANG LNG/LPG MARINE TERMINAL

All facilities and assistance of any kind whatsoever provided by PT. PERTAMINA (Persero) and/or PT. Badak NGL to vessels calling at the BONTANG LNG MARINE TERMINAL, (including the Port of Bontang, its anchorage, turning basin and approaches associated there with and the liquefaction plant terminals or facilities therein, collectively hereinafter called " the Port ") whether charged for or not by the PT. Badak NGL., are provided subject to the following Conditions (whether or not a copy of the same has been signed) :

1. The PT. Badak NGL shall not be responsible for any loss, damage or delay from whatsoever cause arising in consequence of any assistance, advice or instruction whatsoever, given or tendered in respect of any vessel, whether by way of Pilotage or berthing services, the provision of navigational facilities including buoys or other channel markings, or otherwise. In all circumstances the master of any vessel shall remain solely responsible on behalf of his Owners and the Operators for the proper navigation and safety of his vessel and her cargo.
2. While the PT. Badak NGL endeavors to ensure that the Port is safe and suitable for vessels permitted or invited to use them, no guarantee, undertaking or warranty of such safety or suitability is given, not shall any be implied. The PT. Badak NGL shall not be responsible for any loss, damage or delay of any sort that may be sustained by or occur to any vessel or her Owners or Operators or her cargo or any part thereof (whether such cargo is on board or in course of or awaiting loading or discharging) by whomsoever and by whatsoever cause such loss, damage or delay is occasioned and whether or not it is due in whole or in part to any act, neglect, omission or default on the part of the Company or any fault or defect in the port.
3. The PT. Badak NGL will not responsible for any loss, damage or delay directly or indirectly caused by or arising from strikes, lock-outs or labor disputes or disturbances whether the PT. Badak NGL is party there to or not.
4. (A) If in connection with or by reason of the use or intended use by any vessel or by her Master or crew or by any other servant or agent of the Owners or Operators of the Port or any of any gear or equipment belonging to or provided by the PT. Badak NGL or of any craft or any other facility or property, of any sort whatever, whether ashore or afloat belonging to or provided by the PT. Badak NGL, any damage or loss may arise, irrespective of whether or not such damage or loss has been caused or contributed to by the negligence of the PT. Badak NGL and irrespective of whether there has been any neglect or default on the part of the vessel or her Owners or Operators, then in any such event the vessel, her Owners and Operators jointly and severally shall pay for all such damage or loss (including consequential loss) and shall hold the PT. Badak NGL harmless from and indemnified against all damage and loss sustained by the PT. Badak NGL consequent thereon.

(B) Further the vessel and her Owners and Operators shall jointly and severally hold the PT. Badak NGL harmless from and indemnified against all and any claims, damages costs and expenses arising out of any loss, damage, death, injury or delay caused to any third party (including crew members) or to the property of such third party, by or attributable to the vessel or by her Master or crew or by any other servant or agent of her Owners or Operators or by the PT. Badak NGL, its servant or agents or attributable to its or their presence in the Port.

(C) No amount will be recoverable under paragraph (A) of this Condition 4 if it can be shown by Owners and Operators that the incident which was the proximate cause of the damage or loss concerned :
 - (i) Resulted from an act of war, hostilities, civil war insurrection (which expressions shall not include unconnected acts of sabotage) or Act of God including, but not limited to, earthquake, volcanic eruption, tidal wave, lightning or typhoon provided in any such case the Owners, Operators and Master of the vessel acted reasonably in the circumstances to protect the property of the Owners and the PT. Badak NGL from damage or loss.
 - (ii) Was wholly caused by an act or omission done with intent to cause loss or damage by a third party (which expression shall not include any Master or crew members of or invitee to the vessel concerned or any other employee or other servant of any of the Owners and/or Operators).
 - (iii) Was wholly caused by the negligence or wrongful act of the government or other authority responsible for maintaining lights or other navigational aids (unless such responsibility devolves on the Owners and/or Operators by reason of condition 6 (A) hereof).
(D) The Owners and Operators hereby waive any right they or either of them may have to limit their liability whether in conformity with any International Maritime or Shipping Convention or any other statutory provision now or hereinafter enacted affording ship owners a right to limit their liability. The waiver herein contained applies to all persons claiming through Owners and Operators.
5. In the event any escape or discharge of oil or oily mixture or contaminants from any vessel or from loading arm, hose or other loading device connected to such vessel (from whatsoever cause such escape or discharge may arise and irrespective of whether or not such escape or discharge has been caused or contributed to by the negligence of the PT. Badak NGL, and irrespective of whether there has been any neglect or default on the part of the vessel or her Owners and/or Operators), the PT. Badak NGL by itself or by its subcontractors or by any other person whatsoever shall have the right to take any measures it deems fit to clean up the pollution resulting from such escape or discharge and (except to the extent to which the provisions of paragraph (C) of Condition 4 applies) to

recover the full cost thereof from such vessel, her Owners and/or Operators. Such cost shall constitute a joint and several debt due from the vessel, her Owners and Operators to the PT. Badak NGL.

6. (A) If any vessel sinks, grounds, is abandoned or in the opinion of the PT. Badak NGL is, or is likely to become, an obstruction or danger in the Port (whatever may be the cause of such event, or events and irrespective of whether or not such event or events have been caused or contributed to by the negligence of the PT. Badak NGL, and irrespective of whether there has been any neglect or default on the part of the vessel or her Owners and Operators), the Owners and/or Operators at their own expense shall take such steps as may be necessary to remove and/or destroy the vessel or wreck thereof (which expression shall in this condition 6 include the cargo and /or bunkers laden on board the vessel) to the satisfaction of the Company, and any appropriate authority and pending such removal at their expense to mark, light and watch the same.
- (B) In the event that the Owners or Operators of the vessel fail to remove and/or destroy the vessel or the wreck thereof to the satisfaction of the PT. Badak NGL and any appropriate authority within a reasonable period, the PT. Badak NGL is entitled to take, at the sole risk of the Owners and Operators, such steps as in its absolute discretion it may think necessary to remove and/or destroy the same, and any risk and expenses associated therewith shall be recoverable from the vessel, her Owners and/or Operators.
- (C) The vessel her Owners and Operators shall jointly and severally indemnify the PT. Badak NGL for all damages and losses of whatsoever nature direct or indirect arising from (1) the failure by such Owners to remove and/or destroy the vessel or the wreck thereof to the satisfaction of the PT. Badak NGL and any appropriate or (ii) the removal or destruction of the vessel or the wreck thereof, whether by the Owners or Operators under paragraph (A) or the Company under paragraph (B) of this Condition 6.
- (D) The foregoing paragraphs (A) to (C) of this condition 6 shall not apply if the accident or incident causing such sinking, grounding or abandonment resulted from an act of war, hostilities civil war or insurrection (which expressions shall not include unconnected acts of sabotage).
7. The Master or the person in charge of the vessel shall, from time to time, place, transport, and remove the vessel to at or from any berth within the Port, as reasonably required for the proper and efficient use of such berth, when so instructed by the PT. Badak NGL Marine Supervisor or any other authorized servant of the PT. Badak NGL in charge of the Port.
8. (A) These Conditions shall be construed and interpreted according to the law of law of the Republic of Indonesia, but excluding there from any legislative or similar provisions of such law giving the Owners, the Operators or the vessel the right to limit their liability in conformance with any International Maritime or Shipping Convention which right is expressly waived by paragraph (D) of Condition 4.
- (B) The PT. Badak NGL and the vessel, Owners and Operators agree to submit to the jurisdiction of the Indonesia Courts with regard to matters arising hereunder.

ACKNOWLEDGEMENT

Name of vessel _____

As Master of the above named vessel, I acknowledge, for and on behalf of the vessel's Owners and Operators, that the above Conditions of Use, of the BONTANG LNG MARINE TERMINAL govern the use by such vessel of the said Port.

Signed :

(.....)
Master

Dated : _____

21. OFFICIAL ADDRESS

1. PERTAMINA (SELLER) AND/OR (SHIPPING)

Direktorat Umum (General Affair Directory)
Jakarta Perwira No. 4 – 6th Floor Jakarta Indonesia
Telex : PERTAMINA 46549 – 44441 – 45018
Phone : 42573 – 553399 – 553382
Attention : Div. PLN (International Marketing Division)
Phone : +62 21 3459215 Dinas Pemasaran Gas)
F a x : +62 21 3458312
Email : <http://www.pertamina.com>

2. PERTAMINA LNG/JMG JAKARTA

2nd FLOOR, PATRA JASA BUILDING
JL. GATOT SUBROTO KAV. 32-34 JAKARTA – 12950, INDONESIA
Phone : +62 21 5256015
Fax : +62 21 52500054, 5251382
Telex : 762878 Lng/Jmg Ia
Email : <http://www.pertamina.com>

3. PT. BADAK NATURAL GAS LIQUEFACTION JAKARTA HEAD OFFICE:

Nusantara Building 9th Floor
Jl. M.H. Thamrin 59 Jakarta, 10350 Indonesia
Phone : +62 21 31930243, 31936317
Fax : +62 21 3142974
Email : <http://www.badaklng.com>

BALIKPAPAN :

Jl. Jendral Sudirman No.30
Balikpapan 76114, East Kalimantan
Balikpapan Distric Operation Jl. Yos Sudarso- Balikpapan – East Kalimantan
Phone : +62 542 764710 – 764714
Phone : +62 542 64311, +62 548 21133
F a x : +62 542 22212
Email : <http://www.badaklng.com>

BONTANG :

Bontang LNG Plant Site
South Bontang, Bontang 75324 East Kalimantan
Phone : +62 548 21133 (10 lines)
Fax : +62 548 21605,
+62 548 27500
Email : <http://www.badaklng.com>

4. PT. PERTAMINA HULU SANGA-SANGA

Kalimantan Office :
Jl. Sekolahan, Sanga-Sanga Dalam, Sanga-Sanga
Kutai Timur – 76267

5. PT. PERTAMINA HULU MAHAKAM (PHM)

Contract Administrator & Service PT. Pertamina Hulu Mahakam
World Trade Center II, Metropolitan Complex
Jl. Jendral Sudirman Kav. 29-31
Jakarta – 12920

Phone : +62 21 5231647
Fax : +62 21 5231647

6. CHEVRON RAPAK

Central Senayan I Office Tower
Jl. Asia Afrika No.8 Jakarta – 10270 Indonesia
Phone : +62 21 5798 4000
Fax : +62 21 5798 4065

GENERAL AGENT

PRINCIPALS

1. BALTRANS

PT. BERLIAN LAJU VESSEL
WISMA BSG 10th FLOOR
JL. ABDUL MUIS NO.40 JAKARTA 10160 INDONESIA
Phone : +62 21 3505390
Fax : +62 21 3801750 / 34834644
Telex : 67327BLT IA

2. ALTRANS

PT. ANDHIKA LINES (GAC)
MENARA KADIN INDONESIA (20th FLOOR)
JL. HR. RASUNA SAID BLOK X-5 KAV. 2 & 3 KUNINGAN.
JAKARTA 12950 - INDONESIA
Phone : +62 21 5227220
Fax : +62 21 5227221 - 52274770
Telex : 60819 AAGRUP IA
Cable : "ANDLINES" JAKARTA
Email : enquires@andhika-group.com

3. BURMAH OIL

PERTAMINA LNG/JMG
GEDUNG PATRA 2nd FLOOR
JL. GATOT SUBROTO KAV. 32 JAKARTA SELATAN
INDONESIA

4. PT. PERTAMINA TRANS KONTINENTAL

JL. KRAMAT RAYA NO.29
JAKARTA PUSAT –10450 INDONESIA
Phone : +62 21 31923005 / 31922102
Fax : +62 21 3106804 / 31924108 / 31922341
Telex : 69181 Ptkjkt Ia
EMail : agency@ptk-shipping.com

5. KOREAN GAS CORPORATION

PT. BUMI LAUT SHIPPING CORPORATION

JL. MAJAPAHIT NO.28 C – D JAKARTA 10160 INDONESIA

Phone : +62 21 3806902 (Hunting)
Fax : +62 21 3804636
Telex : 44609 – 46138 Bumi la
Cable : Bumi Laut

6. PT. ARPENI PRATAMA OCEAN LINE

GEDUNG WISMA BSG 11th FLOOR

JL. ABDUL MUIS NO.40 JAKARTA 10160 INDONESIA

Phone : +62 21 3505350 - 3847683
Fax : +62 21 3803615 - 3847683
Telex : 44626 Apol la

7. PT. HUMPUS INTERMODA TRANSPORT Tbk.

ARTHA GRAHA BUILDING 10 FLOOR

CENTRAL BUSSINES DISTRICT LOT 24th

JL. JENDRAL SUDIRMAN KAV. 52-53 JAKARTA INDONESIA –121190

Phone : +62 21 5153330 (Hunting)
Fax : +62 21 5153326 - 5153327
Telex : 60642 Humdp la
Cable : Hst Jakarta

PT. HUMPUS INTERMODA TRANSPORT Tbk.

ARTHA GRAHA BUILDING 10 FLOOR

CENTRAL BUSSINES DISTRICT LOT 24th

JL. JENDRAL SUDIRMAN KAV. 52-53 JAKARTA INDONESIA –121190

Phone : +62 21 5153331 (Hunting)
Fax : +62 21 5153325
Telex : 60987 Humol la

8. LOCAL AGENT :

PT. PERTAMINA TRANS KONTINENTAL CABANG BONTANG

MARINE OPERATION DEPT. PT. BATAK NGL. BONTANG

KALIMANTAN TIMUR –75324 INDONESIA

Phone : +62 0548 551271 – 551575 – 551326 – 26182
Fax : +62 0548 551573 – 27190
EMail : ptkbontang@Hotmail.pom
ptkbontang@ptk-shipping.com

ISPS CODE PERSONNEL CONTACT

1	PORT SECURITY COMMITTEE (P S C)
	Name : ZAINUDDIN, M, Mar E, M.Si
	Position : Harbor Master KSOP Kelas II Bontang
	Telephone No. (Office) : + 62 548 21568
	Mobile Phone : +62 812 2885072
	Fax : + 62 548 21568
	Address : Jl.Pelabuhan No. 28 Tg. Laut Bontang Kalimantan Timur
2	PORT SECURITY OFFICER (P S O)
	Name : HOLDEN PURBA
	Position : Kepala Seksi Keselamatan Berlayar, Penjagaan dan Patroli
	Telephone No. (Office) : +62 548 21568
	Mobile Phone : +62 813 4622 3837
	Fax : + 62 548 55 2232 / 21568
	Address : Jl.Pelabuhan No. 28 Tg. Laut Bontang Kalimantan Timur
3	PORT FACILITY SECURITY OFFICER (P F S O)
	Name : MUHAMMAD QIROM
	Position : Storage, Loading and Marine Manager
	Telephone No. (Office) : +62 548 55 1226
	Mobile Phone : +62 811 582 9040 / +62 813 4640 7247
	Fax : +62 548 55 2232 / 23945
	Email : qirom@badaklng.co.id
	Address : Jl. Pelabuhan PT. Badak NGL (S&L&M) Bontang Selatan Kalimantan Timur
5	DEPUTY I - PORT FACILITY SECURITY OFFICER
	Name : HERI SETYA KUSDIANTANA
	Position : Manager Security
	Telephone No. (Office) : +62 548 55 1403
	Mobile Phone : +62 821 5496 1991
	Fax : +62 548 55 2232 / 23945
	Email : herisetya@badaklng.co.id
	Address : Jl. Pelabuhan PT. Badak NGL (S&L&M) Bontang Selatan Kalimantan Timur
6	DEPUTY II - PORT FACILITY SECURITY OFFICER
	Name : -
	Position : Supervisor Port Business
	Telephone No. (Office) : -
	Mobile Phone : -
	Fax : -
	Email : -
	Address : -
7	DEPUTY II - PORT FACILITY SECURITY OFFICER
	Name : RINALDI SH
	Position : Investigator
	Telephone No. (Office) : +62 548 55 4018
	Mobil Phone : +62 813 5432 2836
	Fax : +62 548 55 2232 / 23945
	Email : maldi@badaklng.co.id
	Address : Jl. Pelabuhan PT. Badak NGL (S&L&M) Bontang Selatan Kalimantan Timur

21. FREQUENT ASK QUESTION (FAQ)

This is the frequent ask question from the ship to shore side, for further information and detail answer please do not hesitate to ask a question to the shore side, before arrival or during arrival meeting.

1. Q : Is there any maximum berthing speed allowed?
A : 17.5 cm/second
2. Q : Which alongside and can we berth on starboard side?
A : We highly recommend to berth portside, which align with the emergency procedure during emergency evacuation
3. Q : Which manifold to be connected and configuration from fwd to aft (portside)?
A : fwd (Liquid – Liquid – Vapour – Liquid – Liquid) aft.
4. Q : Would you advise the Mooring Arrangement/Pattern/Configuration will be applied ?
A : All the mooring arrangement/pattern/configuration shall follow the Ship & Shore Compatibility Study (SSCS) issued by Technical Department, PT. BADAK NGL
5. Q : Which side (shipside/shore side) will provide the gasket manifold during loading & unloading ?
A : Shoreside will provide one gasket for each line/manifold. So, five gaskets will be provided for L-L-V-L-L manifold arrangement.
6. Q : Which type ESD to be used ?
A : Pneumatic only ;
Note :
 - Please find the details at the Dock facilities section.
7. Q : Is there any BOG Compressor available at the shore side?
A : yes, it is available (please find the details at the Dock facilities section).
8. Q : What is loading rate and temperature expected?
A : By default, the maximum loading rate is 10,000 m³/hr flowrate at the temperature around -162 °C
9. Q : What is the primary and secondary method of communication with the terminal during cargo/vessel operation?
A : Radio (main) & mobile phone (back-up)
10. Q : Do you have any fiber optic-telephone line ?
A : Not yet.
11. Q : Do the shore side provide reducers to fit the ship manifold (if necessary) ?
A : No, Shipperside is responsible to provide the reducer.
12. Q : Do shipside require to install short distance piece (SDP) before loading ?
A : Yes, if the drip trays are installed underneath the flange manifolds. Please send an email to confirm this requirement to the shore side.
13. Q : What is the specification of the manifold strainer ?
A : Conical strainer, with double #80 and #100 mesh.
14. Q : Do you have any jib crane available for handing or loading & unloading ?
A : No, We do not have any jib crane available yet.
15. Q : Can we increase the loading rate more than the specified at the port facilities ?
A : No, we cannot provide any loading rate over than specified do to shore side's strainer limitation.
16. Q : We don't have any sunken bitt, can we use the bollard ship?

A : Yes, for the small vessel. (The information shall be informed to Pilot)

17. Q : Do shore side require bow thruster for vessel maneuvering?

A : No. We do not, unless requested by Pilot and/or stated at SSCS.

18. Q : Do you have specific Bontang navigation aids harbor?

A : Please find at the attachment section.

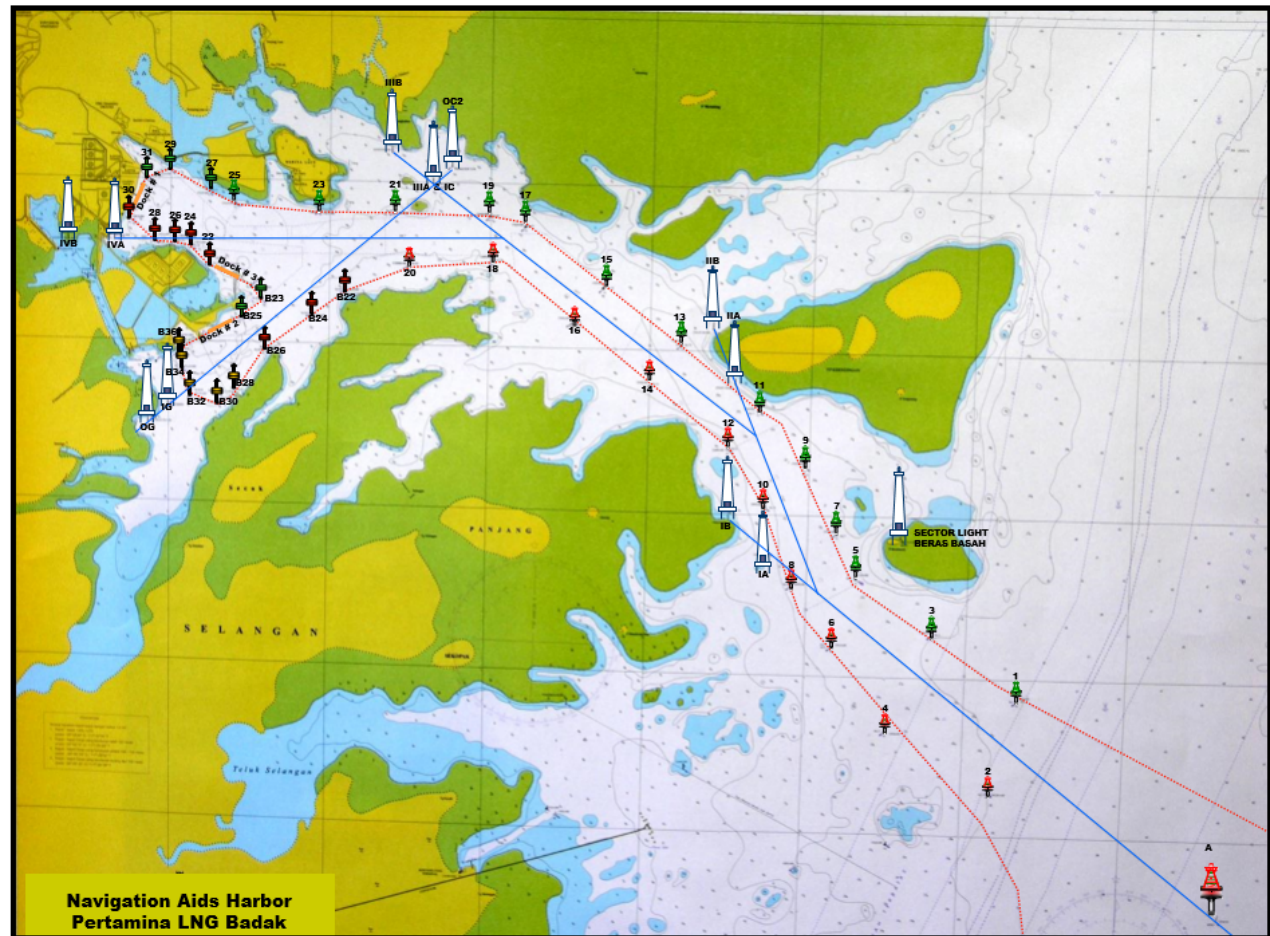
19. Q : Do you have emergency unbreathing procedure ?

A : Please find at the attachment section.

20. Q : Is our ESD connector is compatible with the shore side?

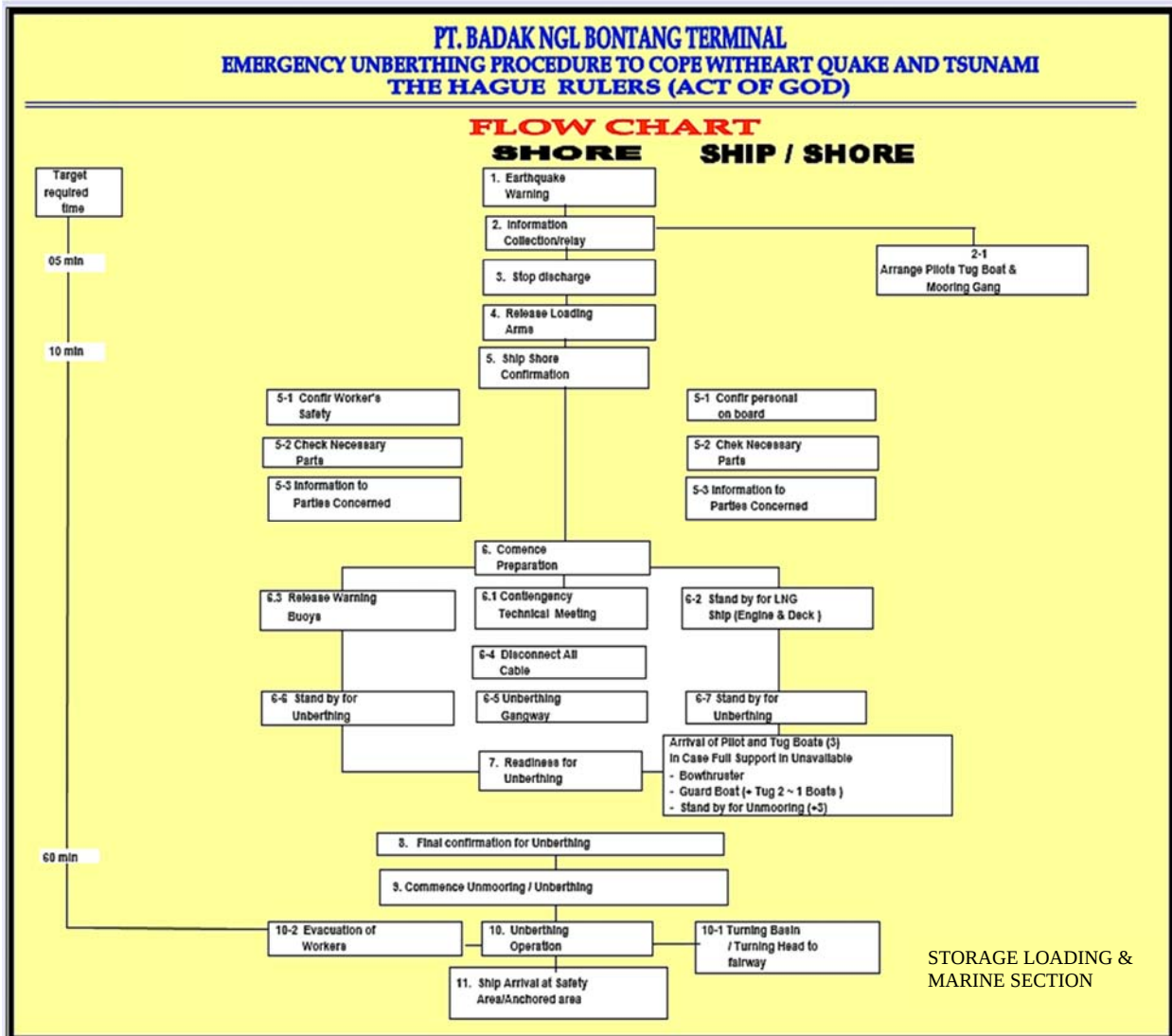
A : Please find at the attachment section.

22. ATTACHMENT 1 – BONTANG AIDS HARBOR PERTAMINA PT. BADAK NGL



21. ATTACHMENT 2 – EMERGENCY UNBERTHING PROCEDURE

QUAKE AND TSUNAMI CASE

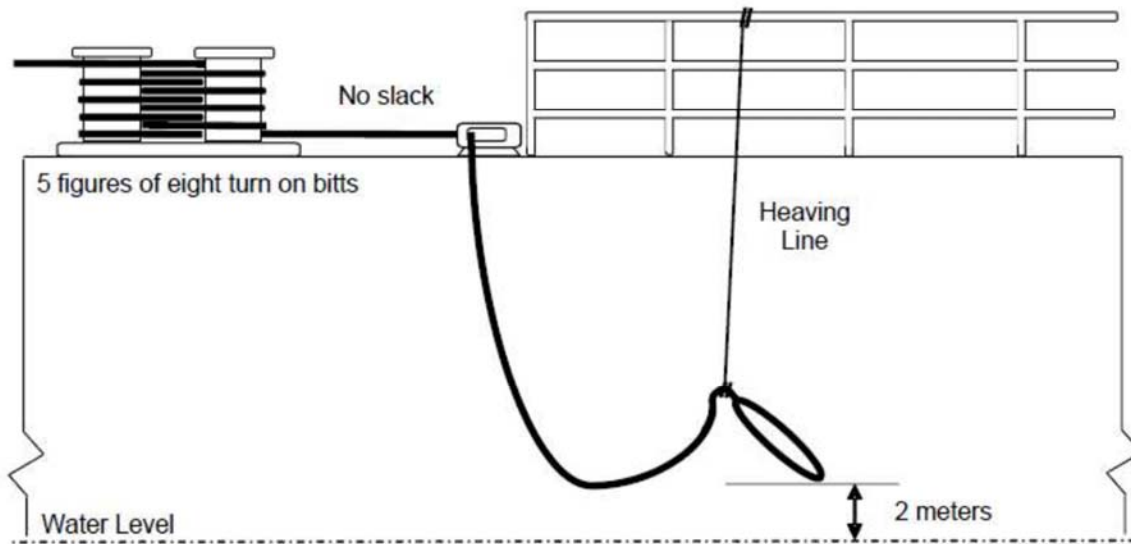


22. ATTACHMENT 3 – FIRE WATER CONNECTOR & HAZARD MONITORING

NO	ITEM	LNG LOADING DOCK 1	LNG/LPG LOADING DOCK 2
1.	Fire Water Supply		
	Location and Fire Water Connection	Deck- II, Instantaneous	Deck – II, Flange
	Type of Adapter	2.5"	3" ANSI, 150 FF X 2, 22 mm
	Type of Bolt	N/A	Stud Bolt, 0.62 in (dia.) x 3.5 in (length)
	Type of Gasket	N/A	Asbestos, 150 lb.
	Stowing of Fire Water Hose	-	-
	Discharge Pressure	Pressure around 10.5 kg/cm ² g	
2.	Fire Fighting System for Cargo Area: - Dry Chemical - Foam - Water - CO₂ - FM-200 - Halon 1301	Fixed Hose Reel, Wheel & portable type N/A Available N/A Available N/A	Fixed Hose Reel, spray portable type Wheel & type N/A Available N/A Available N/A
	Fire Alarm System & Detection	Spill/Gas/ Smoke/ Detectors, Manual Alarm	Full protection for control room Spill/ Gas/ Smoke, Flame, Detectors, Manual Alarm
	Hazard Monitoring	CCTV	CCTV

23. ATTACHMENT 4 – FIRE WIRE INSTALLATION

1. Two Fire Wires shall be positioned on both the off-shore bow and stern quarter of the Vessel at extreme ends.
2. Fire Wires shall be properly made fast on the Vessel's bollards with no the slack arranged on deck.
3. The eves should be maintained 2 meters from waterline and regularly checked and adjusted as necessary during operations.
4. Wire dimension as per OCIMF mooring equipment guide line recommendation



[Fire wire arrangement]