

Terminal Safety Information Booklet



PT Kilang Pertamina Internasional Terminal Untuk Kepentingan Sendiri Refinery Unit IV Cilacap			
Oil & Gas Terminal Refinery Unit IV Cilacap	Terminal Safety Information Booklet	Issued	-
		Revised	-



**PT Kilang Pertamina Internasional
Terminal untuk Kepentingan Sendiri (TUKS)
Refinery Unit IV Cilacap**

**JI. MT HARYONO NO.77 KEDUNG LUMBUNG
LOMANIS, CILACAP TENGAH
KABUPATEN CILACAP – CENTRAL JAVA (53211)**

**PT KILANG PERTAMINA INTERNASIONAL REFINERY UNIT IV CILACAP
TERMINAL INFORMATION ON FACILITY, SAFETY, SECURITY AND
POLLUTION PREVENTION REGULATION**

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PREFACE

This booklet is addressed to the Masters, owners, operators, and agent of vessels that call at the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap. This booklet contains information that is applicable to the PT Kilang Pertamina Internasional Oil Terminal --- and is not represented as complete in every aspect of safe and pollution- free cargo-transfer operations. There will be some changes, such as Under Keel Clearance (UKC), Draft, Deadweight Capacity, and others, to align with the latest terminal conditions and local regulations.

This information is not intended to relieve any vessel or Master of the responsibility to safely berth, moor, and sail the vessel and to use whatever assistance over and above these requirements he/she feels are necessary. This information does, however, represent the minimum requirements for the terminal. Berth personnel will have authority in seeing that these requirements are met.

The Master or person in charge of any vessel, while at the terminal, shall have adequate knowledge of these rules and regulation to ensure that his crew members are fully informed of these requirement. Vessels that do not comply with all the requirements may not be permitted to berth or may be asked by the terminal representative to immediately disconnect and leave the berth.

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SECTION I

TERMINAL INFORMATION

I.1 POSITION

Name : PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap
 Owner : Kilang Pertamina Internasional Refinery Unit IV Cilacap
 Operator : PT Pertamina Port & Logistics – Port Cilacap
 Address : MT Haryono No.77 Kedung Lumbung, Lomanis
 Town : Cilacap Tengah – Kabupaten Cilacap
 State : Central Java
 Zip : 53211 / 53222
 Phone : +62 282 508771

I.2 BERTH DESCRIPTION

PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap is private terminal owned by Kilang Pertamina Internasional Refinery Unit IV Cilacap and operated by PT Pertamina Port & Logistics - Port Cilacap. PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap is part of Cilacap Port, has nine berths which is capable of loading, unloading and bunkering ships or barges. Loading/unloading berths consist of seven dolphin structures and two island berths along Donan River and one single point mooring located on Indian Ocean.

I.3 ANCHOR REFERENCE

Anchorage Area (Outer Bar) PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap is located at:

Anchorage Area I	Anchorage Area II	Anchorage Area III
07° 45' 43.1" LS / 109° 03' 26.4" BT	07° 43' 58.7" LS / 109° 05' 38.4" BT	07° 44' 20.0" LS / 109° 03' 40.2" BT
07° 45' 43.1" LS / 109° 04' 26.2" BT	07° 43' 59.0" LS / 109° 06' 39.9" BT	07° 44' 59.7" LS / 109° 03' 40.2" BT
07° 46' 43.2" LS / 109° 04' 26.2" BT	07° 45' 00.5" LS / 109° 06' 39.7" BT	07° 44' 59.7" LS / 109° 04' 33.1" BT
07° 46' 43.2" LS / 109° 03' 26.4" BT	07° 45' 00.2" LS / 109° 05' 38.1" BT	07° 45' 20.0" LS / 109° 04' 33.1" BT

I.4 NAUTICAL CHART

PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap map location can be seen in Indonesian Coastal Map the Channel and peta laut Indonesia No 108, 108A, and 69. For British Admiralty Chart (BA) No. 912.

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I.5 CITRA SATELITE



Kilang Pertamina Internasional – PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap & SPM



Berth Area 60

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Berth Area 70



Berth Area CIB

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I.6 LOCAL TIME ZONE

UTC / GMT + 7 Hours

I.7 SEABED TYPE

The Composition of Seabed in Area of CIB, 60, 70 are different regarding to its overall texture.

Seabed Type in Area 60 consist of silt and sandy with very soft texture. Meanwhile in Area 70 & CIB consist of sand, clayey, with loose and fine-grained texture.

I.8 NAVIGATION HAZARDS

Aground, Fishing Net, Channel Crossing, Scrap, Subsea Pipelines.

I.9 MARINE NAVIGATION AIDS

At SPM

Buoy Cardinal : South, West & East

Buoy Marker : No 1 – 8

Lighthouse at Nusa Kambangan island

At Jetty & CIB

Buoy Lateral : No 0 – 28

Leading light at Nusa Kambangan island : 2 unit

Leading light at Teluk Penyus Beach : 2 unit

Lighthouse at Nusa Kambangan island

I.10 JETTY DATA¹

I.10.1 JETTY RFCC AREA 60

Type	: Pier / Wharf
Safe Draft	: - 5.7 m LWS (vessel safe draft -10%)
Min-Max DWT of ship	: Max 3,500 Tons
Min-Max LOA	: 76.8 meter
Geographic Position	: 7° 41' 42.65" S / 108° 59' 38.49" E
Jetty Head Elevation	: About 2.5 meter above MSL
Jetty Head Length	: 48.5 meter
Jetty Head Width	: 64 meter
Length Walkway	: 147.5 meter

I.10.2 JETTY I AREA 60

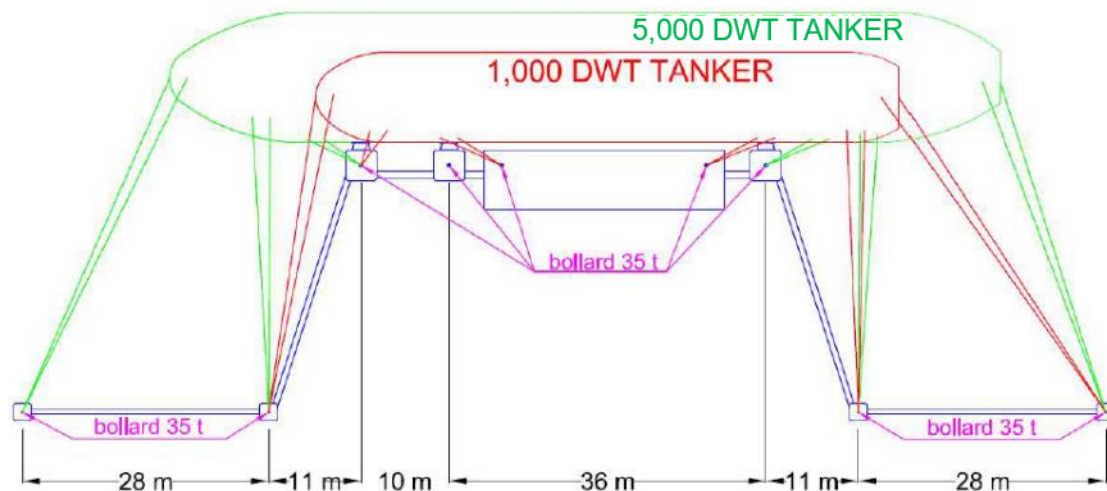
Type	: Dolphin
Safe Draft	: - 5.7 m LWS (vessel safe draft -10%)
Min-Max DWT of ship	: Min 1,000 Ton, Max 5,000 Tons
Min-Max LOA	: 54.2 – 102 meter
Minimum Parallel Body Length	: 38.5 meter
Max Height of Manifold from Water Line	: 18.3 meter

¹

An update will be made if there are any changes, or user can contact the Terminal for further information

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Geographic Position : 07° 42' 02.85" S / 108° 59' 32.41" E
 Jetty Head Elevation : About 3.14 meter above MSL
 Jetty Head Length : 6 meter
 Jetty Head Width : 6 meter
 Length Trestle : 61.7 meter
 Picture & Mooring Arrangement :



Under normal condition it is capable of handling the following product(s) :

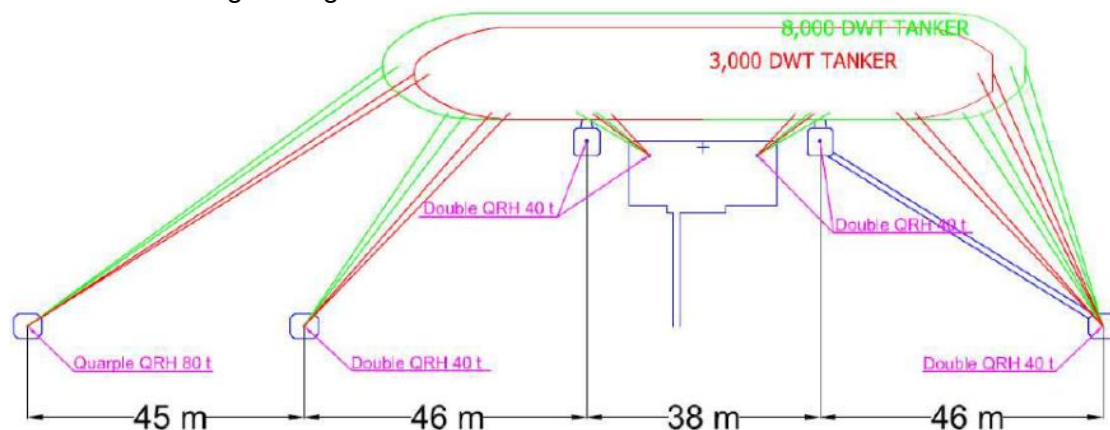
No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	LPG	1 x 6" Line LA	200 MT	120 MT	10
2	Asphalt	1 x 6" Line LA	200 MT	-	6
3	Propylene	1 x 6" Line LA	200 MT	-	20
4	Slack Wax	1 x 4" Line LA	200 MT		5
5	Avtur	Hose 4"	250 KL		6
6	Lube Base Oil	Hose 4"	200 MT		6
7	Bunker MFO LS	Hose 2"	20 KL	-	4
8	Fresh Water	Manifold 2"	3 Ton	-	3
9	Ballast	Hose 4"	-	-	-

I.10.3 JETTY II AREA 60

Type : Dolphin
 Safe Draft : - 5.7 m LWS (vessel safe draft -10%)
 Min-Max DWT of ship : Max 8,000 Tons
 Min-Max LOA : 60 – 108 meter
 Minimum Parallel Body Length : 38 meter
 Max Height of Manifold from Water Line : 15.35 meter
 Geographic Position : 07° 42' 13.66" S / 108° 59' 32.24" E

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Jetty Head Elevation : About 2.85 m above MSL
 Jetty Length : 10.9 meter
 Jetty Width : 24 meter
 Length Trestle : 44.2 meter
 Picture & Mooring Arrangement :



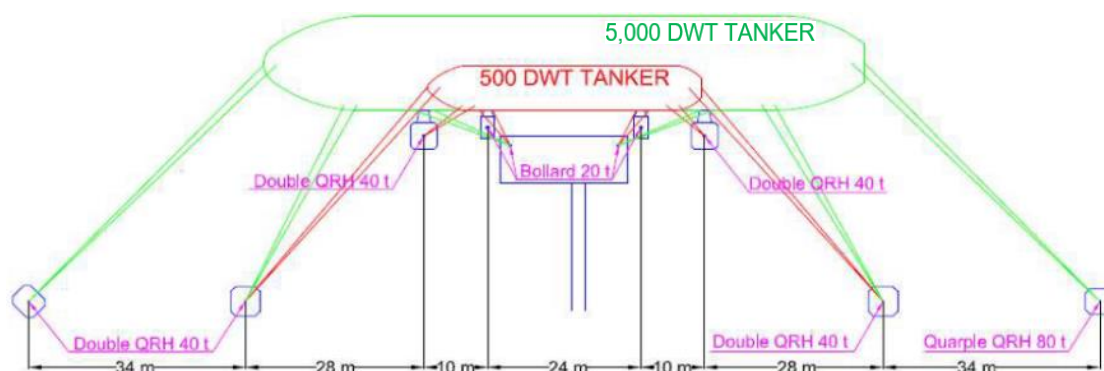
Under normal condition it is capable of handling the following product(s) :

No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Pertamax Turbo	Hose 4"	250 KL	-	9
2	Avtur	1 x 6" Line LA	250 KL	-	6
3	Pertadex	Hose 4"	250 KL	-	6
4	HVO (D-100)	Hose 4"	200 KL	-	6
5	MFO LS	1 x 8" Line LA	250 KL	-	7
6	Lube Base Oil	1 x 6" Line LA	200 MT	-	6
7	FAME/ RBDPO	Hose 4"	-	250 KL	6
8	Asphalt	1 x 6" Line LA	200 MT	-	6
9	Bunker MFO LS	Hose 2"	20 KL	-	4
10	Fresh Water	Manifold 2"	3 Tons	-	3
11	Ballast	Hose 4"	-	-	-

I.10.4 JETTY III AREA 60

Type : Dolphin
 Safe Draft : - 5.7 m LWS (vessel safe draft -10%)
 Min-Max DWT of ship : Max 5,000 Tons
 Min-Max LOA : 60 – 110 meter
 Minimum Parallel Body Length : 24 meter
 Max Height of Manifold from Water Line : 12.06 meter above MSL
 Geographic Position : 07° 42' 20.07" S / 108° 59' 32.06" E
 Jetty Head Elevation : About 2.3 m MSL
 Jetty Length : 7.8 meter
 Jetty Width : 18.5 meter
 Length Trestle : 107 meter
 Picture & Mooring Arrangement :

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Under normal condition it is capable of handling the following product(s) :

No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Avtur	1 x 6" Line LA	250 MT	-	6
2	LPG	1 x 6" Line LA	200 MT	100 MT	8
3	Lube Base Oil	1 x 6" Line LA	200 MT	-	6
4	Propylene	1 x 6" Line LA	200 MT	-	20
5	HVO (D-100)	1 x 8" Line LA	200 MT	-	6
6	Bunker MFO LS	Hose 2"	20 KL	-	4
7	Fresh Water	Manifold 2"	3 Tons	-	3
8	Ballast	Hose 4"	-	-	-

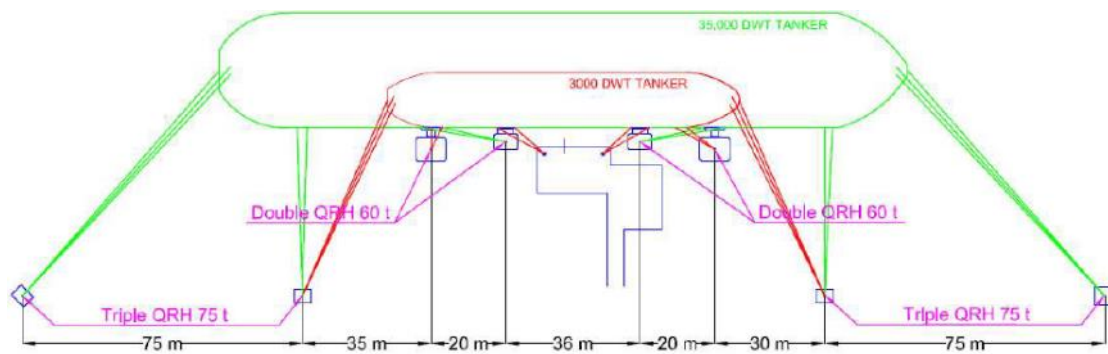
I.10.5 JETTY SMALLCRAFT AREA 70

Type	: Pier
Safe Draft	: - 5 m LWS (vessel safe draft -10%)
Min-Max LOA	: 42 meter
Geographic Position	: 7° 45'1.15" S/ 109° 0' 53.47" E
Jetty Head Elevation	: About 3 meter above MSL
Jetty Head Length	: 13 meter
Jetty Head Width	: 119 meter
Length Trestle	: 32.85 meter

I.10.6 JETTY I AREA 70

Type	: Dolphin
Safe Draft	: - 10.5 m LWS (vessel safe draft -10%)
Min-Max DWT of ship	: 3,000 – 35,000 Tons
Min-Max LOA	: 87 – 200 meter
Minimum Parallel Body Length	: 36 meter
Max Height of Manifold from Water Line	: 19.525 meter above MSL
Geographic Position	: 07° 45' 02.08" S / 109° 00' 47.21" E
Jetty Head Elevation	: About 4 m MSL
Jetty Length	: 24.4 meter
Jetty Width	: 33.8 meter
Length Trestle	: 35 meter
Picture & Mooring Arrangement	:

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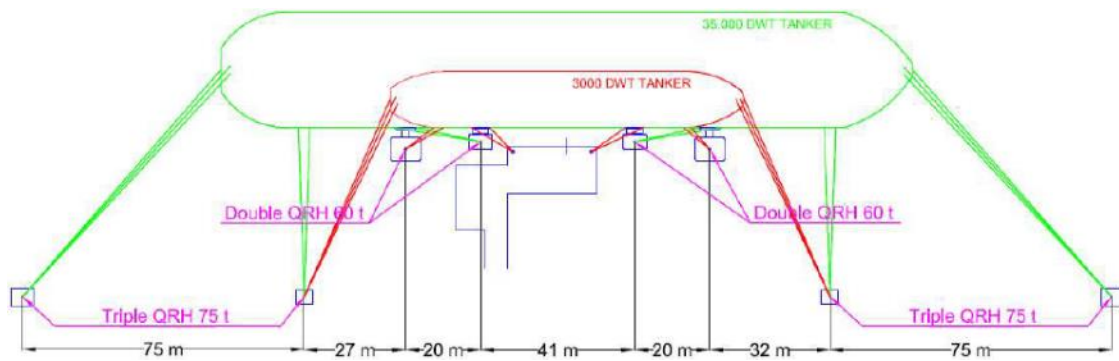
Under normal condition it is capable of handling the following product(s) :

No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Crude Oil	2 x 10" Line LA	-	1200 KL	6
2	Naphta	2 x 10" Line LA	-	1200 KL	6
3	Pertamax	2 x 10" Line LA	1200 KL	1200 KL	6
4	Pertalite	2 x 10" Line LA	1200 KL	1200 KL	6
5	Kerosene	2 x 10" Line LA	-	1200 KL	6
6	Avtur	1 x 10" Line LA	1000 KL	-	6
7	Solar	2 x 10" Line LA	1200 KL	-	6
8	LSWR	2 x 10" Line LA	-	1200 KL	6
9	MFO LS	2 x 10" Line LA	1200 KL	-	6
10	Bunker MFO LS	1 x 4" Line Hose	150 KL	-	4
11	Fresh Water	1 x 2" Manifold	20 Tons	-	3

I.10.7 JETTY II AREA 70

Type	: Dolphin
Safe Draft	: - 10.5 m LWS (vessel safe draft -10%)
Min-Max DWT of ship	: 3,000 – 35,000 Tons
Min-Max LOA	: 87 – 200 meter
Minimum Parallel Body Length	: 41 meter
Max Height of Manifold from Water Line	: 19.5 meter above MSL
Geographic Position	: 07° 44' 59.26" S / 109° 00' 38.79" E
Jetty Head Elevation	: About 4 m MSL
Jetty Length	: 24.9 meter
Jetty Width	: 40.3 meter
Length Trestle	: 35 meter
Picture & Mooring Arrangement	:

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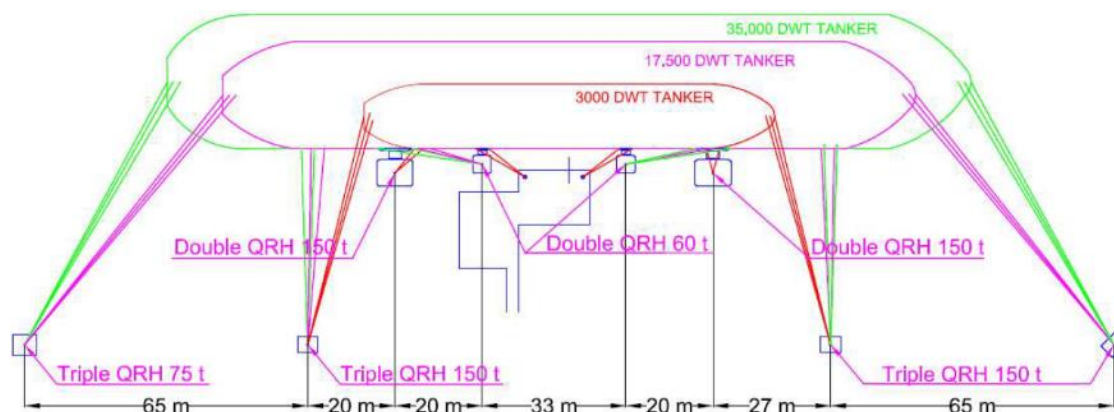
Under normal condition it is capable of handling the following product(s) :

No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Crude Oil	2 x 10" Line LA	-	1200 KL	6
2	Naphta	2 x 10" Line LA	-	1200 KL	6
3	Pertamax	2 x 10" Line LA	1200 KL	1200 KL	6
4	Pertalite	2 x 10" Line LA	1200 KL	1200 KL	6
5	Kerosene	2 x 10" Line LA	-	1200 KL	6
6	Avtur	1 x 10" Line LA	1000 KL	-	6
7	Solar	2 x 10" Line LA	1200 KL	-	6
8	LSWR	2 x 10" Line LA	-	1200 KL	6
9	MFO LS	2 x 10" Line LA	1200 KL	-	6
10	Bunker MFO LS	1 x 4" Line Hose	150 KL	-	4
11	Fresh Water	1 x 2" Manifold	20 Tons	-	3

I.10.8 JETTY III AREA 70

Type	: Dolphin
Safe Draft	: - 10.5 m LWS (vessel safe draft -10%)
Min-Max DWT of ship	: 3,000 – 35,000 Tons
Min-Max LOA	: 87 – 200 meter
Minimum Parallel Body Length	: 33 meter
Max Height of Manifold from Water Line	: 18.5 meter above MSL
Geographic Position	: 07° 44' 56.26" S / 109° 00' 30.71" E
Jetty Head Elevation	: About 4 m MSL
Jetty Length	: 26 meter
Jetty Width	: 32.2 meter
Length Trestle	: 30 meter
Picture & Mooring Arrangement	:

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Under normal condition it is capable of handling the following product(s) :

No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Pertamax	1 x 10" Line LA	1200 KL	1200 KL	6
2	Naphta	1 x 10" Line LA	-	1200 KL	6
3	Pertalite	1 x 10" Line LA	1200 KL	1200 KL	6
4	Kerosene	1 x 10" Line LA	-	1200 KL	6
5	Avtur	1 x 8" Line LA	800 KL	-	6
6	Solar	1 x 10" Line LA	1200 KL	-	6
7	Paraxylene	1 x 8" Line LA	420 MT	-	6
8	Benzene	1 x 8" Line LA	420 MT	-	6
9	LSWR	1 x 10" Line LA	1200 KL	-	6
10	MFO LS	1 x 10" Line LA	1200 KL	-	6
11	Bunker MFO LS	1 x 4" Line Hose	150 KL	-	4
12	Fresh Water	1 x 2" Manifold	20 Tons	-	3

I.11 SPM DATA²

Type	: Single Point Mooring
Safe Draft	: - 36 m LWS
Free Board (mean sea level)	: About 2.5 m MSL
Min-Max DWT of ship	: 135.000 DWT - 300,000 DWT
Min-Max LOA	: 276 - 357 meter
Minimum Capacity Crane	: 15 Tons
Fairlead Size	: 600 x 450 mm
Max Bow to Centre Manifold (BCM)	: 162.47 meter
Chain Stoper SWL	: 57.6 MT
Minimum UKC	: 10% of Maximum Draft
Operational hour	: Daylight
Max Waves for berthing/unberthing	: 3.5 m
Max Wind for berthing/unberthing	: 40 knots
Geographic Position	: 7° 49' 16.18" S / 109° 5' 20.00" E
Mooring Hawser Length	: About 60 m
Picture & Mooring Arrangement	

² An update will be made if there are any changes, or user can contact the Terminal for further information

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Under normal condition it is capable of handling the following product(s) :

No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Crude Oil	2 x 16" Line Floating Hose	-	3,500 KL	7 kg/cm ² if two line utilized. 6 kg/cm ² if single line utilized.

I.12 CIB DATA

I.12.1 CIB I

Type	: Island Berth
Safe Draft	: - 12.5 m LWS (vessel safe draft -10%)
Min-Max DWT of ship	: 35,000 to 135,000 Tons
Min-Max LOA	: 170 – 250 meter
Geographic Position	: 07° 45' 35.53" S / 109° 01' 16.12" E
Jetty Head Elevation	: About 4 m MSL
Distance between bollard/ hook	: 65 m (inner BD), 131 (outer BD)
Picture & Mooring Arrangement	



Under normal condition it is capable of handling the following product(s) :

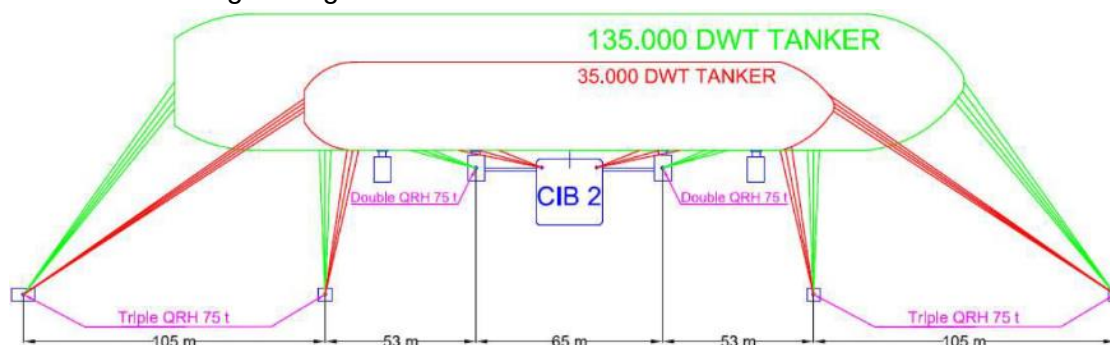
No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Crude Oil	4 x 12" Line LA	-	2,500 KL	6
2	Bunker MFO LS	1 x 4" Hose	150 KL		5
2	Fresh Water	1 x 2" Manifold	20 Tons	-	3

I.12.2 CIB II

Type	: Island Berth
Safe Draft	: - 12.5 m LWS (vessel safe draft -10%)
Min-Max DWT of ship	: 35,000 to 135,000 Tons
Min-Max LOA	: 170 – 250 meter
Geographic Position	: 07° 45' 41.19" S / 109° 01' 27.20" E
Jetty Head Elevation	: About 4 m MSL

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Distance between bollard/ hook : 65 m (inner BD), 131 (outer BD)
Picture & Mooring Arrangement



UKUnder normal condition it is capable of handling the following product(s) :

No	Product	Hose / L.Arm	Rate (per Hours)		Pressure (Kg/Cm ²)
			Load	Disch	
1	Crude Oil	4 x 12" Line LA	-	2,500 KL	6
2	Bunker MFO LS	1 x 4" Hose	150 KL		5
2	Fresh Water	1 x 2" Manifold	20 Tons	-	3

I.13 CONTROLLING UKC (Under Keel Clearance)³

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

Restricted Waters, Port Approaching , Harbour – Transit (SBE)	10% of the static draft
While Alongside	- Breadth < 20 m = 0.3m - Breadth > 20 m = 1.5% of the Ship Beam

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

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

I.14 SHIP TRANSIT THROUGH BAY

I.14.1 APPROACH AND ENTRY

CIB and Area 70 berths located at Donan River estuary, jetties in Area 60 located along Donan River. Approach to jetties in Area 60 through channel, marked throughout by light buoys and buoys. Red buoy marks left side of channel and green buoy marks the right side.

³ An update will be made if there are any changes, or user can contact the Terminal for further information

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I.14.2 WEATHER AND CLIMATE

AREA 60

Tidal

Mean High Water Spring	: 0.94 m (zero MSL)
Mean High Water Neaps	: 0.56 m (zero MSL)
Mean Low Water Neaps	: -0.55 m (zero MSL)
Mean Low Water Spring	: -0.88 m (zero MSL)
Chart Datum	: -1.08 m

Wind

Max. Speed : Average 30 Knot

Temperature

Average : 20° – 36° C

AREA 70

Tidal

Mean High Water Spring	: 1.02 m (zero MSL)
Mean High Water Neaps	: 0.56 m (zero MSL)
Mean Low Water Neaps	: -0.56 m (zero MSL)
Mean Low Water Spring	: -0.93 m (zero MSL)
Chart Datum	: -0.97 m

Wind

Max. Speed : Average 30 Knot

Temperature

Average : 20° – 36° C

I.14.3 ANCHORAGE AREA

Waiting Pilot Zone

Position : 07° 45' 23,65" S / 109° 03' 48,29" E

Anchorage Area I

For Ships with LOA less than 200 meters with maximum draft 10.5 meters will be arranged at Anchorage Area I (area coordinate refer to Section I.3)

Anchorage Area II

For Ships with LOA more than 200 meters with maximum draft 12.5 meters will be arranged at Anchorage Area II (area coordinate refer to Section I.3)

Anchorage Area III

For Ships with LOA $\pm$ 100 meters with maximum draft 5.5 meters will be arranged at Anchorage Area III (area coordinate refer to Section I.3)

Alongside SPM Area

For Ships intended to berth at SPM, will be arranged at

I.14.4 NAUTICAL CHART

- Indonesia (Local Chart Dishidros) : No. 108, 108A, 69
- British admiralty Chart (BA) : No. 912

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I.15 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.

I.15.1 SHIPS

No.	Ship's Size (DWT)	Berthing Area	Forward			After		
			Head Lines	Breast Lines	Spring Lines	Stern Lines	Breast Lines	Spring Lines
1.	35,000 – 135,000	CIB I	4	3	3	4	3	3
2.	35,000 – 135,000	CIB II	4	3	3	4	3	3
3.	3,000 – 35,000	Jetty I A70	3	2	2	3	2	2
4.	3,000 – 35,000	Jetty II A70	3	2	2	3	2	2
5.	3,000 – 35,000	Jetty III A70	3	2	2	3	2	2
6.	1,000 – 3,000	Jetty I A60	2	2	2	2	2	2
7.	3,000 – 8,000	Jetty II A60	2	2	2	2	2	2
8.	466 – 3,000	Jetty III A60	2	2	2	2	2	2

I.15.2 BARGES

Barges with 80kb and greater capacity shall deploy a minimum of eight mooring lines. Barges with less than 80kb capacity shall deploy a minimum of six mooring lines.

I.15.3 EXCEEDING MINIMUM MOORING

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

I.15.4 WINCHES AND LINE HANDLING

The terminal has strategically placed motorized capstans for assistance in pulling in mooring lines. Terminal personnel will handle shore side mooring operations. Where the motorized capstans are not available terminal mooring gangs will handle the hawser manually.

I.16 PILOTAGE

PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap is pilotage compulsory. Tugs are available and are normally stationed near the oil jetties. Vessel calling at PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap to confirm their arrival time to agent on VHF Channel 09 at least 6 hours and not less than 4 hours before departure. Vessels shall report to Cilacap Pilotage on VHF Channel 12.

I.17 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 Cilacap.

No	Ship's LOA (m)	Number of Tugs	Min. Total Power (HP)
1	70 - 100	1	2.000
2	100 - 250	2	6.000
3	> 250	3	11.000

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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.

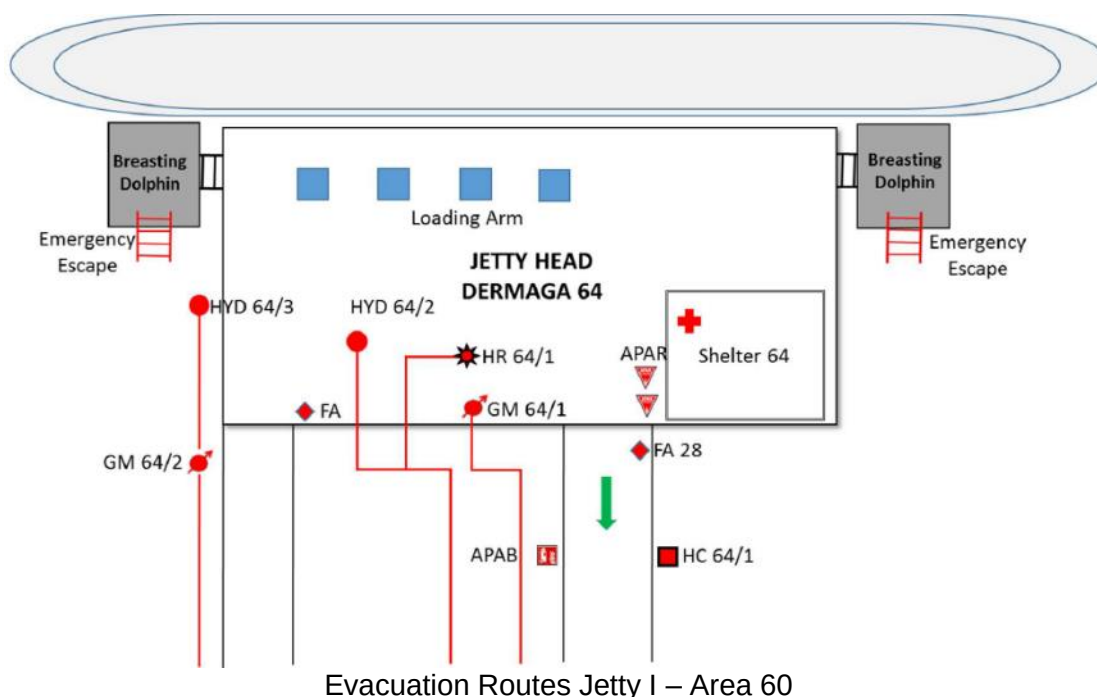
I.18 BERTHING MANEUVERS

Vessels need to approach the dock at an approximate angle of 10 degrees or less. Velocity cannot exceed 0.2 m/s at Jetty Area 60, 0.15 m/s at Jetty Area 70 and 0.1 m/s at CIB Area.

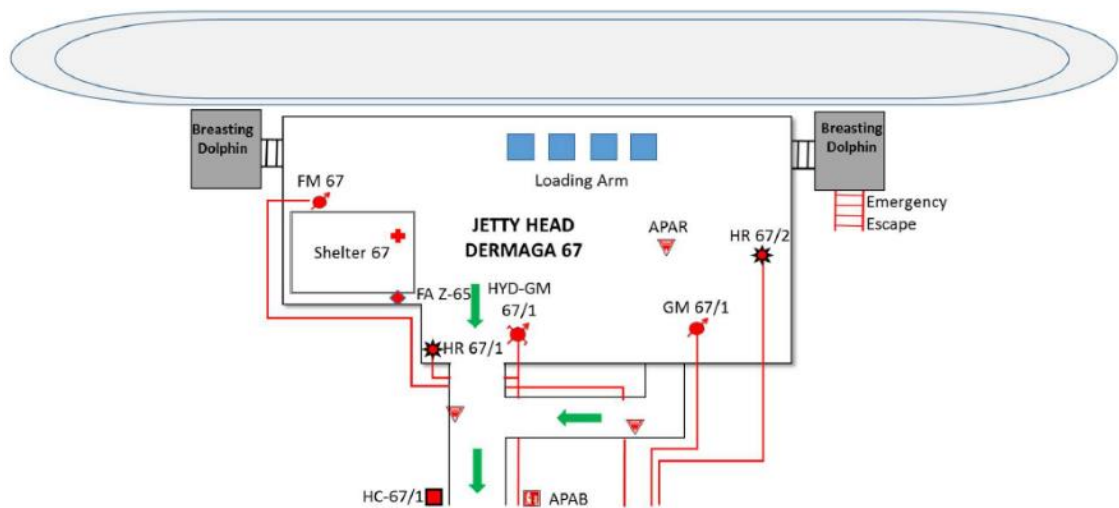
All vessels calling on, attending to or are under contract providing support to or at any PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap will ensure that "Hand Steering" is used when approaching the terminal or facility for berthing. The use of "auto" pilot is prohibited unless permission 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.

I.19 BERTH EVACUATION ROUTE

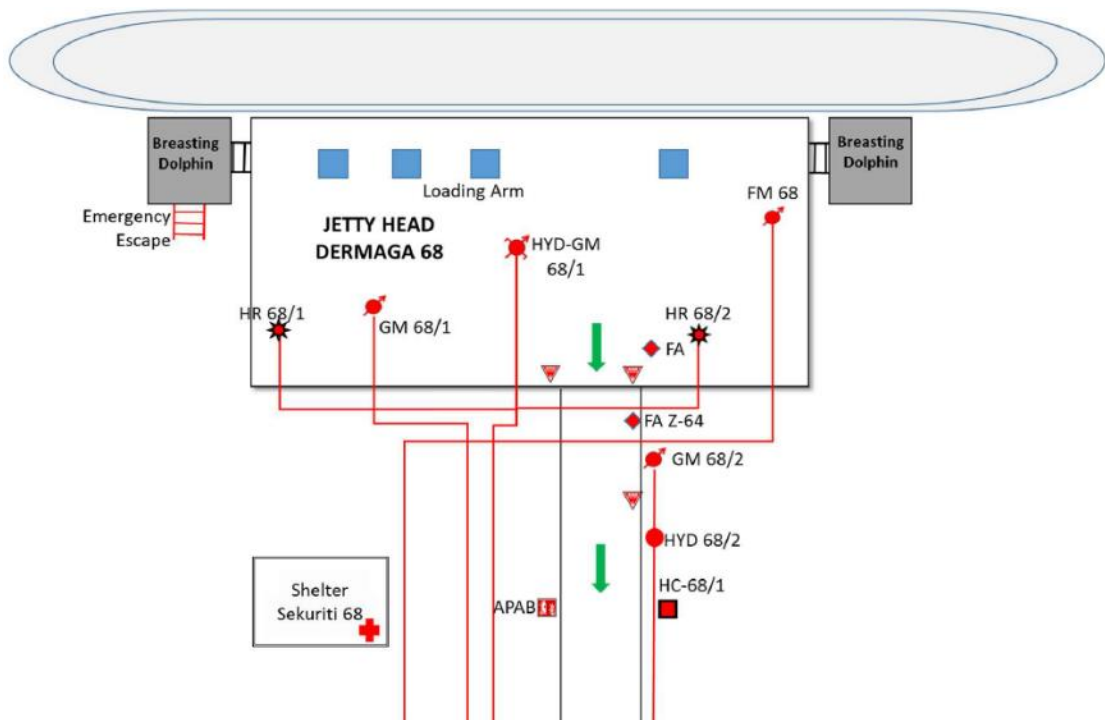
Follow the jetty walkway to the nearest assembly point in case of emergency as marked with green triangle in below picture.



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Evacuation Routes Jetty II – Area 60

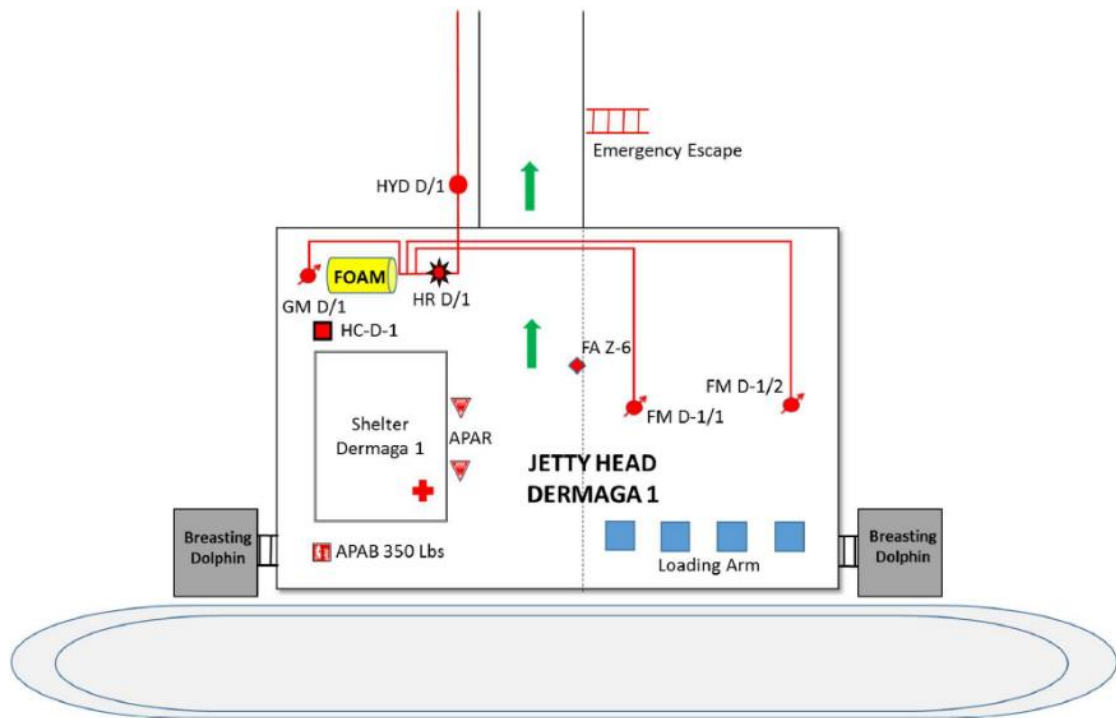


Evacuation Routes Jetty III – Area 60

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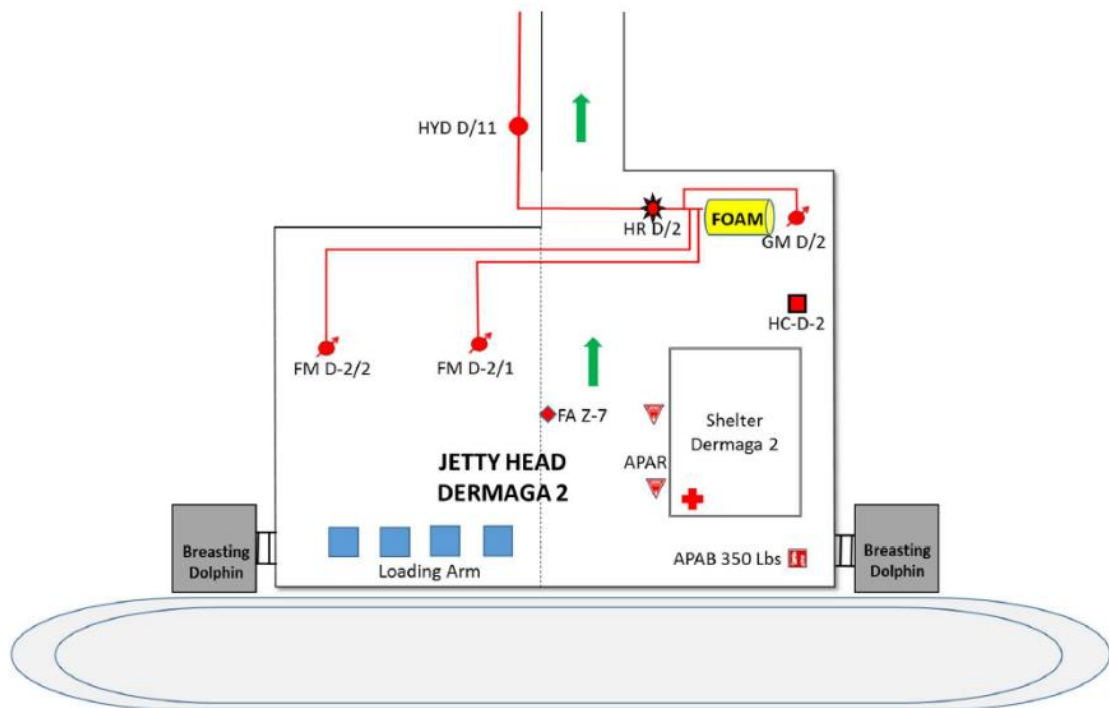


Secondary Escape Location Jetty I, II, III Area 70

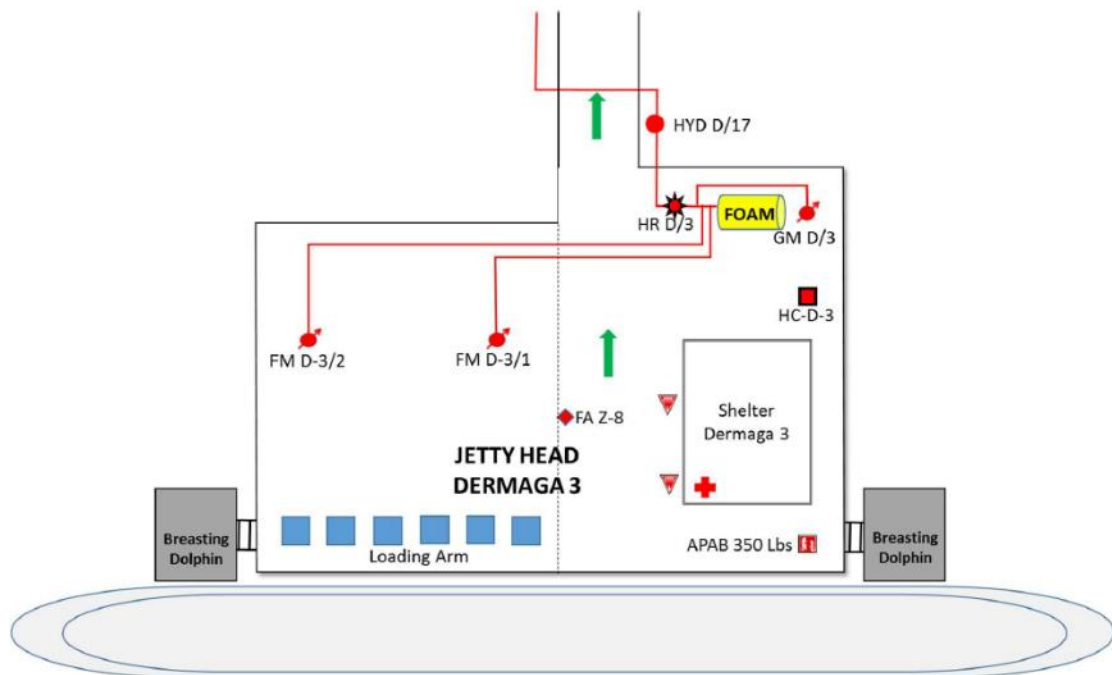


Evacuation Routes Jetty I – Area 70

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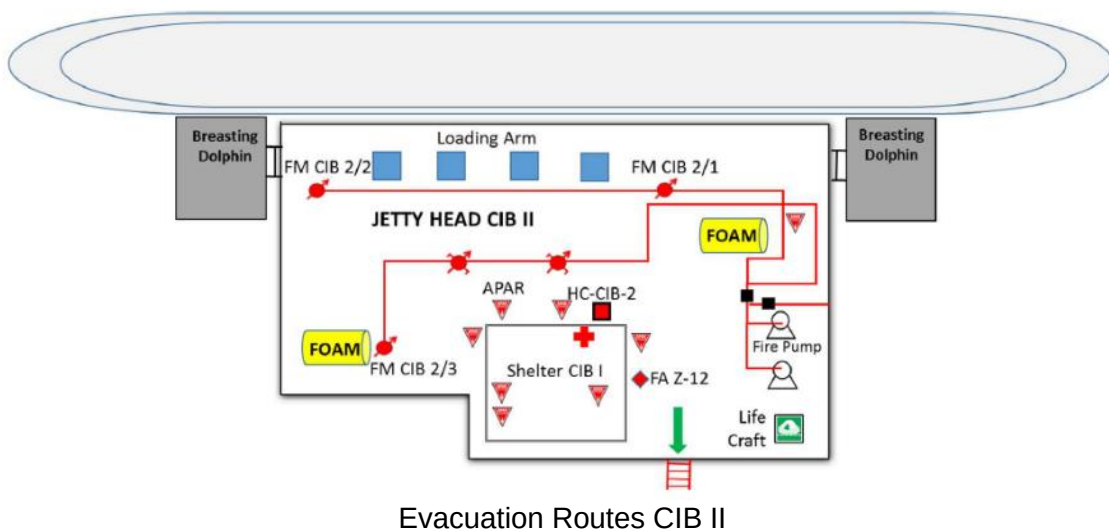
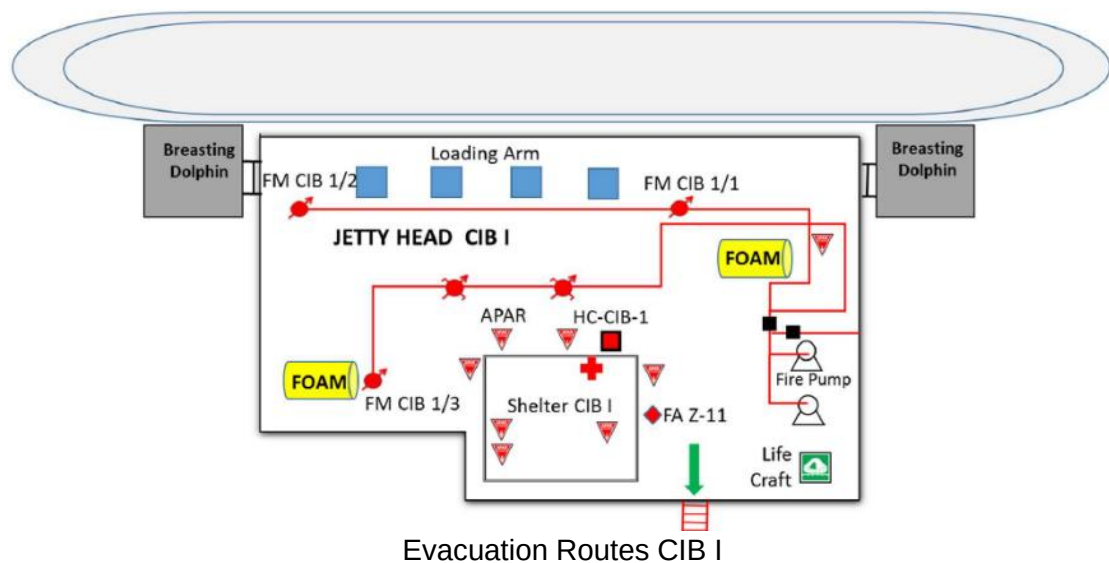


Evacuation Routes Jetty II – Area 70



Evacuation Routes Jetty III – Area 70

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I.20 EMERGENCY CONDITION

- In emergency case, for ship safety and rescuing people from the water, Harbor Master can order all ship and boat in Pertamina RU IV to give first aid.
- In emergency case, ship captain can unmooring the ship with Harbor Master permit.
- In emergency case, ship captain must informed Pertamina RU operation room and pilot station at channel 09 or 12.
- In emergency case, all ship and boat in Pertamina RU IV must follow order from Pertamina RU IV Operation room.

I.21 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. Pre-Arrival Notification

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5. IMO crew list.
6. Other important information for terminal.

The required information shall be sent to the following :
 Pertamina Port & Logistics – Port Operation Cilacap
 email address :
 marine.cilacap@pertamina.com
operation.cxp@gmail.com
portoperation.cxp@gmail.com

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SECTION II

OPERATIONAL INFORMATION

II.1 WIND LIMITS

Berthing maneuvers should normally not be conducted in winds in excess of 40 knots in SPM Berth and 35 knots in Berth Area 60, 70, and CIB. Unberthing maneuvers should normally not be conducted in winds in excess of 30 knots. Once berthed, if storm winds in excess of 50 knots are forecast, Master shall make arrangements for departure in advance of storm arrival to permit safe movement. In any event, all maneuvers shall be based on mutual agreement of the Master and Harbour Pilot, subject to assessment of the effect of current and weather on the ability to conduct safe ship handling.

PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap's maximum safe-operation wind limit is below 35 knot. Wind limit will be expressed as a sustained wind blowing for an average of 30 seconds or longer. When the wind limit is reached, cargo transfer shall stop, and all transfer equipment shall be drained and disconnected, if safe to do so. After evaluation of weather forecast, consideration should also be given to whether deploying additional mooring lines or arranging for a standby tug is warranted.

For Jetty Operation :

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

For SPM (Single Point Mooring) Operation :

Maximum wind for stop cargo operation	: 30 knot
Maximum wind for disconnect cargo hose / LA	: 35 knot
Maximum wind for unberthed	: >35 knot

II.2 ELECTRICAL STORMS

When an electrical storm is in the vicinity, all cargo discharge or loading operations will cease. All compartment hatches and loading headers will be closed. The vessel and terminal will remain in this inactive state until the electrical storm has moved out of the area.

II.3 PERSONAL PROTECTIVE EQUIPMENT (PPE)

Contractors are required to follow the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap policy while on the berth. While onboard their vessel, the crew are allowed to follow their own company policies. PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap policy requires the following:

- Safety helmet
- Personal Floatation Device
- Safety Glasses
- Safety Gloves
- Coverall
- Safety Shoes

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II.4 TERMINAL CONTACT INFORMATION

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

Port Operation	:	+628323957338 (24 hours)
Shipping Agency	:	+6281390156646 (24 hours)
Terminal Safety Inspector	:	+6281243714717
Berth Schedule	:	+6281390156646 (24 hours)
Shift Superintendent	:	+628112619202 (24 Hours)
Port Facility Security Officer	:	+6281213675505
GM RU IV Cilacap	:	+62282508008
Fire Station Area 60 / Area 70	:	+62282508654 / +62282508655

You can go to the nearest Jetty Post to have access for internal telephone call. All correspondence regarding the management and operations of the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap should be directed to the Port Operation or Shipping Agency.

II.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.

II.6 COMMUNICATIONS

During the pre-transfer conference, a handheld VHF terminal radio set to Channel 09, (Pilotage radio set to Channel 12, for Emergency radio set to Channel 16) will be issued to the PIC of the ship/barge. Terminal operations personnel will have similar radios monitoring the same channel. The following will be required of the vessel:

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

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

II.7 RESPONSIBILITY OF OWNER AND MASTER

The owner and/or the operator of the vessel, as well as the Master of each vessel using the terminal facilities, is responsible for the 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 the 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.

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II.8 VESSEL COMPLIANCE AND TERMINAL SAFETY INSPECTION

All ships and barges loading or unloading at PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap 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 regulations such as Customs; PSC; and Immigrations. The terminal also reserves the right to cease operations and ask the vessel to leave the berth if any safety or compliance issues are noted.

II.9 PRE-TRANSFER CONFERENCE

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

During the conference, the following will be discussed:

- Products and amounts to be transferred
- Cargo load/discharge plan
- Rates and pressure requirements
- Any unusual safety or security requirements
- Communications system for transfer operations and signal for emergency stop
- Quality of Inert Gas system if available
- Venting method
- Whether or not the cargo include toxic component for example H₂S, benzene, lead additives or mercaptans.
- Cargo characteristic
- Restrictions for transfer operations both shore and ship
- Ballast/ deballasting
- Applicable security measures for current Security Level.

II.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.

II.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

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our personnel do likewise, and co-operate fully with you in the mutual interest of safe and efficient operations.

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

There can be no compromise with safety

II.12 GANGWAYS AND LADDERS

Ships or Barges calling at PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap shall liaise with Terminal personnel which gangway/ladder shall be used, depending on landing configuration. Gangways shall be properly rigged and landed safely onto the berth with handrails. The use of a safety net is mandatory except for the gangway which is fixed to the shore and provided with a permanent system of handrails made of structural members.

II.13 TERMINAL SMOKING REGULATIONS

Smoking is prohibited within Refinery and Terminal property.

II.14 HEALTH AND ENVIRONMENTAL HAZARDS ASSOCIATED WITH CARGO

Vessels should have available on request an MSDS for the cargoes being transferred. Information on 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.

II.15 CARGO TRANSFER

Cargo transfer operations must comply with the ISGOTT recommendation at all times. Deviation from these requirements should 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 the connection used, rate of loading and discharge working pressure for each grade.

Before arriving at PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap, all equipment on the 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,

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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.

II.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 department to stay onboard throughout the operation.

II.17 REQUIREMENTS DURING TRANSFER

PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap requires the following during the transfer:

- The vessel will have watchmen on the deck and in line of view of the transfer piping, hoses and manifold at all times.
- Moorings must be tended conscientiously and kept taut at all times.
- Gangway and nets must be attended regularly throughout the operations.
- If the vessel experiences excessive movement away from the berth or in either direction along the berth, all cargo transfer operations shall be stopped and manifold valves closed. Operations will not be resumed until the mooring situation has been corrected.
- Transfer hoses or loading arms must be checked periodically for leaks, kinking, and proper positioning with the up and down movement of the vessel.
- The waters around the vessel will be checked periodically for any evidence of spilled product.
- Cargo transfer (loading/discharging) shall be started with minimum rate or pressure possible. Ship and shore staff shall check their installation for leaks and other harmful conditions.
- Rate/pressure of cargo transfer shall be increased gradually until maximum.

II.18 DANGEROUS CARGO SIGNAL

The vessel shall display a red warning light by night and a red "B" flag by day to advise passing traffic that the vessel has dangerous cargo on board.

II.19 VESSEL-TO-SHORE VOLUME COMPARISONS

Vessels either loading or unloading will conduct periodic volume and flow rate comparisons with the terminal. Frequency and timing of these comparisons will be discussed and agreed upon during the pre-transfer conference. If there is a difference greater than 10%, the transfer will be stopped until the difference is reconciled.

II.20 TANK CLEANING/TANK ENTRY

Tank cleaning is not allowed at any time the vessel is alongside PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap. Any tank entry must be pre-approved by the terminal.

II.21 SHIP READINESS

In case of emergency situation, the ship must be able to move under its own power in short notice. Any repairs or other that requires immobilization are not permitted while alongside the berth. Should immobilization be necessary, written application, giving nature of repairs and

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the duration, should be made to the Port Operation or Shipping Agency at least 24 hours before arrival. Whether permission is granted or not will depend on the prevailing situation at time of berthing and at time of berthing and discretion of the Port Operation or Shipping Agency.

II.22 DECK WATCH

Operation should be under constant control. Vessels are to have on board at least one Senior Deck Officer (Master or Chief Officer) and one Senior Engineer (Chief or Second). In addition, sufficient officer/ Crew should be retained on board to cope with any emergency situation. All personnel should be familiar with the danger of the product handled. The handling of cargo must be supervised by a responsible ship's Officer. Ship's personnel must be allowed to take change of cargo operation or tanker activities when they are intoxicated state or under influence of drugs.

II.23 ACCUMULATION OF GOODS

Accumulation of Goods is prohibited in Jetty, SPM, or any Terminal Facilities.

II.24 TRANSPORTATION

- Airport : Tunggal Wulung Airport, distance 16 KM
- Bus Terminal : Cilacap Bus Terminal, distance 8 KM
- Train Station : Cilacap Train Station, distance 4 KM
- Public Port : Port of Tanjung Intan Cilacap, distance 5 KM

II.25 HOSPITAL/CLINIC

According to Pertamina RU IV Cilacap Medical Emergency Response Plan (MERP).

- a. For any first aid case (Level 1), can be conducted in nearest shore area with first aid facilities, and guided by certified first aid officer.
- b. For next level of emergency injuries (Level 2), the persons shall be transferred to "Klinik Pratama Pertamina" which located on Jl. MT Haryono No.77 Kel. Lomanis, Kecamatan Cilacap Tengah.
- c. If the Injured Persons need more medical attention (Level 3), the persons shall be immediately transferred to "Pertamina Hospital Cilacap" which located on Jl. Setiabudi No.1, Kemiren, Tegalkamulyan, Kec. Cilacap Selatan.
- d. For the next level of medical response (Level 4), the persons shall be immediately to a greater hospital with more sophisticated facilities intercity. The trip can be conducted with Ambulance to other city or transferred to Tunggal Wulung Airports.

II.26 SHIP CHANDLER

For any Ship Chandler / Ship matters Activities, shall be done by coordinating with Shipping Agency

II.27 SCUPPERS, DRIPS TRAYS, UNUSED CONNECTIONS AND OVERBOARD DISCHARGE VALVE

All deck scuppers should be effectively plugged. Accumulation of water should be drained off periodically. Where LPG is being handled, the scupper may be kept open, provided that fire main pressure available in the vicinity of the manifold. The ship should be provided with fixed drip trays. On unused cargo and bunker connections, blank flanges should be fully bolted.

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Sea and overboard discharge valve when hydraulic valve, some means of notable indication be used to ensure that the valves remained closed.

II.28 TANK HATCHES

Tank hatch must remain shut except when required for tank entry or gas freeing. When tank entry is permitted, The condition stipulated in the agreed tank entry permit be strictly followed and ship/ shore manifold hoses/ Arm must not be connected. Ullaging and sampling points may be fitted with suitable flame screens.

II.29 TANK VENTING

Pressure/ Vacuum relief valve setting and associated vent system should be checked before operations. During cargo operations, the pressure/ relieve valve or other approved venting system must be set in the operational mode as specified in the manufacture manual. Ships carrying low flash cargo (Flash point less than 60°C closed up cup method) and all vessels fitted with closed ullaging and an-approved venting system are to practice close loading/ discharging unless otherwise agreed. Ship using inert gas must ensure that follow their inert gas manual. If any part of the inert gas system should become defective then cargo operations must be stopped immediately.

II.30 CATHODIC PROTECTION

As the pier and jetties are equipped with cathodic protection, large currents can flow in electrically conducting path between ship and shore, for example mooring wires or loading arms. These connections should be insulated to avoid exhausting the pier cathodic protection system by added load of the ship's hull. Otherwise the pier would lose its corrosion resistance. Moreover, there is a very real danger of an incendive arc when the ensuing large current is suddenly interrupted during the connecting or disconnecting of the wire on the bitts or the loading arm at the manifold. In order to block the current through the loading arm, an insulating flange is inserted within the length of the loading arms/hose, and fiber tails must be connected to the end of the wires. Ships to shore bonding cables are therefore not required.

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SECTION III

SAFETY AND SECURITY INFORMATION

III.1 EMERGENCY DEPARTURE

During an emergency at the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap, a vessel may be required to leave the berth on short notice. Masters will ensure that the vessel is ready at all times to sail on short notice after cargo hoses are disconnected. Immobilization of vessel during berthing PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap is strictly prohibited.

III.2 FIRE AND SAFETY

III.2.1 EMERGENCY EQUIPMENT

Vessels must maintain all emergency equipment. The equipment must be inspected and maintained in a safe, ready-to-use condition at all times. All ship's crew must be trained in the use of this equipment. The terminal is equipped with oil response equipment and team to deal with pollution.

III.2.2 TERMINAL FIRE SYSTEM

The fire and emergency alarm signal in case of fire within area of Refinery including tanker berths consists of a loud, wavy siren 15 seconds with 5 seconds off and the cycle continues for 3 minutes. Firefighting at the Pertamina Terminal is done by the Pertamina Refinery Unit IV Fire Brigade.

There are fire extinguishers located at the berths. These include wheeled units as well as handled extinguishers. There are fire water and foam hydrants along the jetty trestle.

III.2.3 FIRE AND SMOKING SAFETY NOTICES

Warning notices are to be posted on the vessel for the following:

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

III.3 EMERGENCY STOP

An emergency is considered to have arisen when any of the following occur:

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

As soon as an emergency is declared over the radio or continuous prolonged whistle/general alarm sound where each blast shall not be less than 3 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.

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III.4 TERMINAL SECURITY

Access to the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap is strictly limited to PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap personnel, vessel crews, pre-approved maintenance or store contractors, government agencies, ship's agents, and cargo inspectors. Any other visitors must be first approved by Security Section of Pertamina Refinery Unit IV Cilacap. Listed below are the requirements for entrance to the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap.

1. Contactor list and visitor list must be faxed to terminal 24 hrs before arrival of the vessel.
2. Contactors and visitors must have picture ID.
3. Visitors must be willing to submit to a search of their vehicles by security personnel before entry to the Refinery areas.
4. All PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap rules and regulations concerning safety must be adhered to by personnel entering the marine dock area.
5. Security procedures for PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap at the varying Security Levels are in the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap Plan. If the Security Level is raised from 1 to a higher level, the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap Facility Security Officer will notify all customers doing business at the terminal of the increased level and any additional security procedures. The current Security Level will be displayed on the outside of the dock office.

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

III.5 VESSEL/FACILITY SECURITY INTERFACE

After the arrival and berthing of the vessel, security procedures required 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 or terminal.

III.6 TAKING PHOTOGRAPHS

Permission to take photographs must be given by the Pertamina Refinery Unit IV Cilacap, HSSE Department and will only be approved under special circumstances.

III.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.

III.8 ELECTRICAL EQUIPMENT

Any electrical equipment powered by generators, fixed power sources, or batteries that are not classified as intrinsically safe are not allowed to be used while at the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap. This includes radios, pagers, cell phones, portable lighting, or any other equipment that is electrical but not approved for use in hazardous areas.

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III.9 SHORE LEAVE

Shore leave is permitted at PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap with following restriction:

- Walking passing through refinery area is prohibited except berth Area 70.
- Shore leave crew shall wear one piece Coverall, Safety Helmet, and Safety Shoes.
- Obey all safety rules and signs within refinery areas.
- Do not smoke within refinery areas and offices.
- Do not touch the refinery operational equipment.
- Switch off cellphone and other electronic devices while inside refinery area.
- Report all incidents to the nearest refinery office or staff.
- No photograph
- No firearms, cold steels, matches, lighters and other destructive weapon.
- Do not incite fighting and no horseplay.
- No drugs, narcotics, alcohol and other intoxicated substances.
- In case of emergency, please muster to the Assembly Point which is marked with initial "A". The Assembly Points are located at premises of Operation & Manufacturing office and HSSE Office.
- Emergency Signal within the refinery is wavy siren 15 seconds with 5 seconds off and the cycle continues for 3 minutes..
- Evacuation Signal within the refinery is dashed siren every 5 seconds.

Vessel should maintain at all times a sufficient crew not less than 50% of ship's complement onboard to deal with emergency.

III.10 ISPS CODE

That the security system and associated security equipment of the ship has been verified in accordance with section 19.1 of part A of the ISPS Code. That the verification showed that the security system and any associated security equipment of the ship is in all respect satisfactory and that the ship complies with the applicable requirements of chapter XI-2 of the convention and part A of the ISPS Code.

III.11 EMERGENCY TOWING WIRE

Emergency towing wires to be positioned on the seaside bow and quarter back ward. The eye of the wires should be maintained not more than 2 meters above the water line and adjusted during operations and should be made fast on the ship's bits, while having sufficient slack on deck to provide towing length of 50 meters. Means should be provided to prevent the slack from accidentally running into the water, these means should be arranged that can easily be broken by a tugboat's crew.

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SECTION IV

ENVIRONMENTAL INFORMATION

IV.1 GENERAL POLICY

1. The release of oil or oil-containing mixtures into the sea is strictly forbidden.
2. No discharge into the sea shall contain chemicals or other substances, which are hazardous to the marine environment. This specifically includes oil dispersants and allied chemicals.
3. Dumping of domestic waste or any hazardous materials into the sea is strictly prohibited.
4. No gas freeing or tank washing shall be carried out at berth/port
5. No dirty ballast to be discharged.

IV.2 PRODUCT CONTAINMENT

IV.2.1 JETTY

The PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap has a cement containment area encompassing the manifold platform and containment trays at the receipt headers.

IV.2.2 VESSEL

Vessels must plug all scuppers and drains before transfer to prevent anydrippings or spills from draining to the river. Vessel must have sufficient means of draining, pumping, or cleaning up any oil on the deck.

IV.3 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 PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap Oil Spill Response team. Any vessel moored at the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap is required to have and maintain all pollution control equipment for use in case of an oil spill

IV.3.1 POLLUTION REPORTING PROCEDURES

In the event of any oil spill into the water, Vessel shall inform PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap operation without delays. If a spill is from the vessel, terminal personnel will assist with notifications and response.

Important: In the event of an incident—spills to deck or water, groundings, collisions, allusions, fires, explosions, loss of propulsion or steering, fatalities or serious injuries (emergency evacuations from the vessel or man overboard), or any incident that results (or may result) in media coverage—immediately call the Terminal Supervisor Upon calling this number, you will be asked some basic questions about the vessel and nature of the incident. You will be required to provide a contact name and number for further detail. A written summary of the incident and a summary of the investigation report,

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including corrective action(s) planned, shall be submitted within 30 days of the event directly to PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap.

IV.3.2 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 notifications.
- Initiate a site safety plan.
- Start documentation of actions taken.
- Obtain PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap approval before restarting the transfer.

IV.4 GARBAGE RECEPTION

There are no Garbage nor Hazardous Material either solid or fluid to be thrown overboard or discharged at Cilacap Port / reception facilities within PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap.

IV.5 RECEPTION FACILITY

There are no Reception Facilities within PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap.

IV.6 BALLASTING DAN DEBALLASTING

According to IMO Standard D-1, Ballasting & Deballasting shall be carried out at least 200 NM away from Shoreline with at least 200 meters waterdepth. If vessels need Ballasting/Deballasting, they must ask for permission in advance to the terminal.

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SECTION V

MISCELLANEOUS INFORMATION AND REQUIREMENTS

V.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 berth office and their company notified. Reasonable cause for detaining crew members is 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 reasonable cause, the shipping company must have the person tested for drugs and alcohol and cleared before entry to the terminal will be granted. Firearms of any kind are not allowed on refineries and terminal's property, except for those carried by authorized law enforcement officers. Vessels and barge companies doing business at the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap must have an alcohol and drug 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" (OCIMF Guidelines).

V.2 REPAIR WORK PERMISSION

Repairs that involve hot work are not allowed at any time the vessel is alongside the PT Kilang Pertamina Internasional TUKS Refinery Unit IV Cilacap. 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 their arrival.

V.3 LOADING PROVISIONS AND STORES

Loading of provisions and stores is allowed at the with operational and security restrictions. Operational: Contractor vehicles are not allowed on the berth. If shore side delivery is being made, provisions and stores must be hand-trucked down the berth to the vessel. With prior permission from the terminal, stores may also be delivered via shore access. Security: A list of personnel delivering the provisions must be supplied to the terminal before their arrival. Before they are admitted into the berth area, they must show a photo ID. If MARSEC levels rise, other restrictions could be applied. Call the terminal if you have questions

V.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 regulations applying to the vessel/terminal and must comply.

V.5 BUNKERING/FUELING

Berth CIB I, CIB II, 64, 67, 68 Area 60, and 1, 2, 3 Area 70 are equipped with bunker facilities. Please contact Pertamina Cilacap Marine Operations or your agent for bunker lifting.

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V.6 FRESH WATER

Berth CIB I, CIB II, 64, 67, 68 Area 60, and 1, 2, 3 Area 70 are equipped with fresh water facilities. Please contact Pertamina Cilacap Operation or your agent in advance to request fresh water supply.

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APPENDIX

REVISION LOG

No	Reason of Revision	Revision Item	Date of Revision	Rev No.	Revised by		Ackn. by	
					Initial	Sign	Initial	Sign
1								
2								
3								
4								
5								