



MINISTER OF TRANSPORTATION
REPUBLIC OF INDONESIA

DECISION OF THE MINISTER OF TRANSPORTATION OF REPUBLIC OF
INDONESIA

NUMBER: KM 154 YEAR 2020

CONCERNING

STANDARD OPERATING PROCEDURES OF SPECIFIC AREA
MANAGEMENT AND OPERATION IN WATERS FUNCTIONED AS PORTS IN
RIAU ARCHIPELAGO.

MINISTER OF TRANSPORTATION OF REPUBLIC OF INDONESIA,

- Considering :
- a. whereas in accordance with Article 107 paragraph (1) of the Regulation of the Minister of Transportation Number PM 51 of 2015 concerning the Operation of Sea Ports for the management and operation of certain areas in waters that function as ports in the Riau Islands, it is necessary to prepare standard operating procedures;
 - b. whereas based on the considerations as referred to in letter a, it is necessary to stipulate a Decision of the Minister of Transportation concerning Standard operating procedures of specific area management and operation in waters functioned as ports in Riau Archipelago;

- In view of : 1. Government Regulation Number 61 of 2009 concerning Ports (State Gazette of the Republic of Indonesia of 2009 Number 151, Supplement to the State Gazette of the Republic of Indonesia Number 5070) as amended by Government Regulation Number 64 of 2015 (State Gazette of the Republic of Indonesia of 2015 Number 193, Supplement to the State Gazette of the Republic of Indonesia Number 5731);
2. Regulation of the Minister of Transportation Number PM 51 of 2015 concerning the Operation of Seaports (State Gazette of the Republic of Indonesia of 2015 Number 311) as amended by Regulation of the Minister of Transportation Number PM 146 of 2016 concerning Amendments to the Regulation of the Minister of Transportation Number PM 51 of 2015 concerning Port Management Sea (State Gazette of the Republic of Indonesia Year 2016 Number 1867);
3. Regulation of the Minister of Transportation Number PM 76 of 2018 concerning Organization and Work Procedure of the Harbormaster Office and Port Authority (State Gazette of the Republic of Indonesia of 2018 Number 1183);
4. Regulation of the Minister of Transportation Number PM 93 of 2018 concerning Organization and Work Procedure of the Batam Harbormaster Office and Special Port Authority (State Gazette of the Republic of Indonesia of 2018 Number 1360);
5. Regulation of the Minister of Transportation Number PM 122 of 2018 concerning Organization and Work Procedure of the Ministry of Transportation (State Gazette of the Republic of Indonesia of 2018 Number 1756);

DECIDED:

Stipulated : THE DECISION OF THE MINISTER OF TRANSPORTATION REGARDING STANDARD OPERATING PROCEDURES OF SPECIFIC AREA MANAGEMENT AND OPERATION IN WATERS FUNCTIONED AS PORTS IN RIAU ARCHIPELAGO.

FIRST : Stipulate the Standard operating procedures of specific area management and operation in waters functioned as ports in Riau Archipelago as contained in the Appendix which is an integral part of this Ministerial Decision.

SECOND : Certain Areas in Waters that Function as Ports in the Riau Archipelago as referred to in the FIRST Dictum include:

1. Ship To Ship Transfer Area within the Work Environment Area (DLKr) the waters of the Port of Tanjung Balai Karimun;
 - a. $01^{\circ} - 08' - 20,000''$ North Latitude / $103^{\circ} - 25' - 12,000''$ East Longitude;
 - b. $01^{\circ} - 06' - 00,000''$ N / $103^{\circ} - 30' - 00,000''$ East Longitude;
 - c. $01^{\circ} - 03' - 00,000''$ N / $103^{\circ} - 32' - 00,000''$ East Longitude;
 - d. $01^{\circ} - 59' - 42,000''$ North Latitude / $103^{\circ} - 32' - 10,000''$ East Longitude;
 - e. $01^{\circ} - 00' - 12,000''$ N / $103^{\circ} - 30' - 18,000''$ East Longitude;
 - f. $01^{\circ} - 06' - 12,000''$ N / $103^{\circ} - 24' - 15,000''$ East Longitude.
2. Anchorage Area in the Nipa Waters of the Singapore Strait:

- a. 01° - 09' - 26.8359" North Latitude / 103° - 36' - 29.9026" East Longitude;
- b. 01° - 09' - 11.1672" North Latitude / 103° - 38' - 32.8417" East Longitude;
- c. 01° - 05' - 30.0000" N / 103° - 40' - 48.0000" East Longitude;
- d. 01° - 04' - 30.0000" N / 103° - 38' - 54.0000" East Longitude;
- e. 01° - 06' - 49.9355" North Latitude / 103° - 34' - 56.7181" East Longitude.

3. Anchorage Area and Ship to Ship Transfer Activities in the Nipa Island Waters, Singapore Strait:

ZONE A:

- a. 01° - 09' - 20.7604" North Latitude / 103° - 34' - 44.7998" East Longitude
- b. 01° - 09' - 33.0677" North Latitude / 103° - 35' - 41.0073" East Longitude
- c. 01° - 09' - 26.8359" North Latitude / 103° - 36' - 29.9026" East Longitude
- d. 01° - 06' - 10.0000" N / 103° - 34' - 33.0000" E
- e. 01° - 07' - 04.0000" North Latitude / 103° - 33' - 02.0000" East Longitude

ZONE B:

- a. 01° - 10' - 18.0000" N / 103° - 35' - 41.0073" East Longitude
- b. 01° - 10' - 18.0000" N / 103° - 38' - 42.0000" East
- c. 01° - 09' - 10.0000" N / 103° - 38' - 42.0000" East
- d. 01° - 09' - 33.0677" N / 103° - 35' - 41.0073" East Longitude

ZONE C:

- a. 01° - 07' - 38.6376" N / 103° - 39' - 29.3882" East Longitude;
 - b. 01° - 08' - 17,0000" North Latitude / 103° - 40' - 43,0000" East Longitude;
 - c. 01° - 06' - 18,0000" N / 103° - 42' - 00,000" East Longitude;
 - d. 01° - 06' - 33,0000" N / 103° - 42' - 30,0000" East Longitude;
 - e. 01° - 05' - 48,0000" N / 103° - 42' - 48,0000" East Longitude;
 - f. 01° - 04' - 59.8845" North Latitude / 103° - 41' - 06.4228" East Longitude.
4. Anchorage Lay-Up Area managed by PT Bias Delta Pratama in Galang Island Waters
- a. 00° - 49' - 40.76" North Latitude / 103° - 59' - 59.01" East Longitude;
 - b. 00° - 49' - 41.79" North Latitude / 104° - 07' - 17.53" East Longitude;
 - c. 00° - 42' - 48.65" North Latitude / 104° - 11' - 30.28" East Longitude;
 - d. 00° - 41' - 16.94" North Latitude / 104° - 00' - 00.00" East Longitude.

THIRD : The Director General of Sea Transportation shall provide guidance and supervision on the implementation of this Ministerial Decision.

FOURTH : This decision shall be effective as from the date of stipulation and if in the future there are errors, they will be corrected accordingly.

Stipulated in Jakarta
on June 15, 2020

MINISTER OF TRANSPORTATION

Signed.
BUDI KARYA SUMADI

The copy of this Decision shall be forwarded to:

1. Coordinating Minister for Maritime Affairs and Investment;
2. Secretary General of the Ministry of Transportation;
3. Inspector General of the Ministry of Transportation;
4. Director General of Sea Transportation;
5. Governor of the Riau Islands;
6. Secretary of the Directorate General of Sea Transportation;
7. Head of Batam Port Authority and Harbormaster Office;
8. Head of Port Authority and Harbormaster Office of Tanjung Balai Karimun Port;
9. Directors of PT. (Persero) Pelabuhan Indonesia I;
10. Directors of PT. Asinusa Putra Sekawan;
11. Directors of PT. Delta Primary Bias.

The Copy is in accordance with the original
Head of Legal Bureau,

[sealed & signed]

WAHJU ADJI HERPRIARSONO

APPENDIX I

DECISION OF THE MINISTER OF TRANSPORTATION

Number : KM 154 YEAR 2020

Concerning : STANDARD OPERATING
PROCEDURES OF SPECIFIC AREA
MANAGEMENT AND OPERATION
IN WATERS FUNCTIONED AS
PORTS IN RIAU ARCHIPELAGO.

STANDARD OPERATING PROCEDURES OF SPECIFIC AREA MANAGEMENT AND OPERATION IN WATERS FUNCTIONED AS PORTS IN RIAU ARCHIPELAGO.

CHAPTER I

GENERAL REQUIREMENTS

In this Ministerial Decision, what is meant by:

1. Port is a place consisting of land and/or waters with certain boundaries as a place for government activities and business activities that are used as a place for ships to dock, boarding and dropping passengers, and/or loading and unloading goods, in the form of terminals and berths of ships that equipped with shipping safety and security facilities and port support activities as well as a place for intra-mode and intermodal transportation.
2. Harbormaster and Port Authority are Government institutions in Ports that have the task of carrying out supervision and law enforcement in the field of shipping safety and security, coordinating government activities at Ports, as

well as regulating, controlling, and supervising port activities at commercially managed ports.

3. Harbormaster is a Government official at the Port who is appointed by the Minister and has the highest authority to carry out and supervise the fulfillment of the provisions of laws and regulations to ensure the safety and security of shipping.
4. Port Business Entity is a business entity whose business activities are specialized in the exploitation of terminals and other port facilities.
5. Shipping safety and security is a condition where safety and security requirements are met regarding transportation in waters, ports, and the maritime environment.
6. Ship is a water vehicle with a certain shape and type, which is driven by wind power, mechanical power, other energy, towed or pushed, including vehicles with dynamic support capacity, vehicles under the water surface, as well as floating equipment and floating buildings that do not move. -move;
7. Inaportnet is an internet/web-based single electronic service system to integrate standard port information systems in serving ships and goods physically from all agencies and stakeholders at the Port.
8. Anchoring activities are ship activities that do not carry out any activities other than waiting to enter the port or work orders from ship owners/operators.
9. Lay-up activity is the activity of the anchored ship not carrying out activities or not operating for a certain period of time as needed.
10. Ship-to-ship transfer is an activity of moving goods from one ship to another.
11. Tank cleaning activities are activities to clean ship tanks, including hold cleaning activities;

12. The activity of mixing materials (blending) is the activity of mixing oils, products, or the like which is carried out inside the ship itself using the installations on the ship.
13. The activity of filling oil or clean water (bunker) is the activity of filling fuel or clean water from the tank/barge to other ships for the operational needs of the ship.
14. A ship in an emergency is a ship experiencing a disaster or a ship providing assistance to people/ships experiencing a disaster.
15. Ship Chandler activities are supporting activities for the operational needs of ships by business entities/suppliers who already have a business license at specific areas in waters functioned as ports in the waters of the Riau Archipelago.
16. Work Environment Area (DLKr) is an area of water and land at a port or special terminal that is used directly for port activities;
17. Areas of Environmental Interest (DLKp) are waters surrounding the working environment of Port waters that are used to ensure shipping safety;
18. Other Activity Units are managers of oil drilling units and oil storage facilities in the waters;
19. Port Operator is the Harbormaster Office and Class I Port Authority of Tanjung Balai Karimun or the Batam Special Port Authority and Harbormaster Office.
20. Director General is the Director General of Sea Transportation.

CHAPTER II

SPECIFIC AREA MANAGEMENT IN WATERS FUNCTIONED AS PORTS

1. Determination of the location of certain areas in waters outside the Work Environment Area and Environmental Interest Area, the port can function as an anchor anchorage location for ship-to-ship transfer (STS) activities, lay-up, floating storage, and tank cleaning, blending, filling oil or clean water (bunkers) and ships in an emergency, repairing light ships, and ship chandlers as well as other shipping activities.
2. Management of certain areas in the waters that function as ports for Ship-to-Ship Transfer activities managed by PT Pelabuhan Indonesia I (Persero) within the Working Environment Area (DLKr) of the Tanjung Balai Karimun Port waters only for for port activities determined in accordance with the Port Master Plan.
3. Management of certain areas in waters that function as ports for Anchorage Area managed by PT Pelabuhan Indonesia I (Persero) and PT Maxteer in the Nipa Straits of Singapore is only intended for ship to ship transfer activities. / STS), lay-up, floating storage, vessel tank cleaning, blending, filling oil or clean water (bunker), Ship in an emergency, light vessel repair, ship chandler, or other shipping activities as long as they do not conflict with the provisions of the legislation.
4. The management of certain areas in the waters that function as ports for Anchorage Area and Ship to Ship Transfer activities managed by PT Asinusa Putra Sekawan in the Nipa Island Waters, the Singapore Strait, is only intended for activities transfer of cargo between ships (ship to ship transfer/ STS), lay-up, floating storage, tank cleaning, blending, filling of oil or clean water (bunkers), ships in an emergency, repair of light ships, ship chandlers, or other activities as long as they do not conflict with the provisions of laws and regulations.
5. The management of certain areas in the waters that function as ports for Lay-Up Anchorage activities managed by PT Bias Delta Pratama in the waters of Galang Island is only intended for lay-up activities, ships in an emergency, and other shipping activities as long as they do not conflict with the provisions of the legislation.

6. Management of certain areas in waters that function as ports as referred to in numbers (1), (2), (3) and (4) is carried out in cooperation with the Port Operators in accordance with the provisions of the legislation.

CHAPTER III

SPECIFIC AREA OPERATION IN WATERS FUNCTIONED AS PORTS

1. Operation at specific area in waters functioned as ports includes ship and/or goods service activities.
2. The procedures for service of ships and goods as referred to in point (1) are carried out by referring to the procedures for servicing ships and goods using the inaportnet at the port as determined by the Director General of Sea Transportation.
3. Port Operators that do not yet have an inaportnet system as referred to in point (2), refer to the procedures for servicing Ships and goods using inaportnet at the Port determined by the Director General of Sea Transportation.
4. Operation of activities at specific areas in waters functioned as ports in the waters of the Riau Archipelago is carried out in accordance with the duties, functions, authorities and responsibilities of each Government agency related to the Port Operator in accordance with the provisions of laws and regulations.
5. The implementation of government affairs as referred to in point (4) is coordinated by the local Port Operator.

CHAPTER IV

SHIP PLACEMENT

1. The zoning of berthed ships or ships carrying out activities at specific areas in waters functioned as ports in the Riau Archipelago is within the boundaries of geographical coordinates determined in accordance with the provisions of laws and regulations.
2. Arrangements for ships in anchorage or ships carrying out activities as referred to in point (1), while in certain territorial locations in waters that function as ports are carried out by the local port operator.
3. Ships are prohibited from anchoring or carrying out activities outside the boundaries of the geographical coordinates that have been determined in accordance with the provisions of laws and regulations.

CHAPTER V

PROCEDURES FOR SHIP ENTRY AND EXIT AND SHIP CONDUCTING ACTIVITIES AT SPECIFIC AREA IN WATERS FUNCTIONED AS PORTS

1. Every ship entering or leaving certain areas in waters that function as ports in the Riau Islands is obliged to follow traffic procedures in accordance with fixed procedures or based on statutory regulations.
2. Every ship that docks or ships that carry out activities at a specific area in waters functioned as ports must obtain approval for the safety and security aspects of shipping from the local harbormaster.
3. Every ship that is anchored or a ship carrying out activities is obliged to fulfill aspects of transportation in waters, ports, shipping safety and security, and protection of the maritime environment.
4. The permanent procedures for traffic procedures, inspections, and approval of incoming and outgoing ships and ships carrying out activities at specific

areas in waters functioned as ports are determined by the local port operator.

CHAPTER VI

PREVENTION AND MANAGEMENT OF MARINE POLLUTION

1. Managers of activities at specific areas in waters functioned as ports and ships carrying out activities at specific areas in waters functioned as ports are obligated to ensure the preservation of the maritime environment.
2. If there is pollution at the specific area in waters functioned as ports in the Riau Archipelago, the activity manager/ship-to-ship transfer contractor reports to the Head of the local Port Operator Office at the first opportunity.
3. Prevention of pollution from oil spills from ships in anchorage areas at specific areas in waters functioned as ports in the Riau Islands requires a contingency plan to be formed.
4. The Head of the local Port Operator Office takes over the control of pollution that occurs in certain areas in waters that function as ports in the Riau Islands as an On Scene Commander (OSC) in accordance with the provisions of the legislation.
5. The Head of the local Port Operator Office as the On Scene Commander (OSC) as referred to in point (4) leads the efforts to control pollution that occurs in the anchorage area of a certain area in the waters that function as a port in the Riau Archipelago.
6. Managers of activities at specific areas in waters functioned as ports are required to have procedures for collection, transportation/delivery from certain areas in waters that function as ports to places for recycling, or integrated waste and/or waste processing sites.

7. Managers of activities at specific areas in waters functioned as ports can do it alone or work together to provide facilities or temporary shelters (Reception Facilities) for garbage and/or waste originating from ships or activities at specific areas in waters functioned as ports, before waste and/or waste is transported to a recycling place, or an integrated waste and/or waste processing site.
8. Managers of activities at specific areas in waters functioned as ports are required to periodically report to the Director General on activities for storage, transportation/shipping from certain areas in waters that function as ports they manage to go to recycling sites, or waste processing sites and/or integrated waste in accordance with the provisions of the legislation.
9. Managers of activities at specific areas in waters functioned as ports are obligated to deal with pollution in the event of an oil spill in coordination with the local port operator in accordance with applicable regulations.
10. Every ship that will carry out activities at a specific area in waters functioned as ports must meet the requirements for preventing and controlling pollution from ship operations (oil spill response equipment) in accordance with the provisions of laws and regulations and international regulations.
11. Managers of activities at specific areas in waters functioned as ports are required to meet the requirements for preventing and controlling pollution from activities in certain areas in the waters, in accordance with the provisions of laws and regulations and international regulations.
12. The inspection of ships in the context of preventing pollution of the maritime environment at specific areas in waters functioned as ports in the Riau Archipelago is carried out on the basis of:
 - a. obtain indications of pollution around the anchorage area of Indonesian waters;
 - b. obtain information from everyone who hears, sees or knows about the occurrence of pollution; or

- c. the porter's observations of oil spills or oily mixtures visible above and below the surface of the water around the ship's hull, taking into account the conditions of the wind, current, sea, route, speed of the ship, other data around the ship, and records of oil discharges on board.
13. The harbormaster shall verify the correctness of the indications, information or observations to continue the inspection of the ship for pollution.
14. The inspection of ships for pollution is carried out through administrative inspections and physical inspections in accordance with the provisions of the legislation carried out by Civil Servant Investigators of the Directorate General of Sea Transportation along with the Ship Safety Inspector Officer or the Port State Control Officer.
15. The harbormaster based on the results of the inspection of the ship for pollution can follow up on law enforcement in accordance with the provisions of the legislation.
16. Pollution control as referred to in point (9) is carried out by:
 - a. The captain and/or manager of the anchor area at specific area in waters functioned as ports in the Riau Archipelago, report the occurrence of pollution to the Port Operator and/or other nearest government element; and
 - b. carry out countermeasures in accordance with pollution control procedures by using equipment and materials owned by ships, other activity units in the waters as well as with trained personnel.
17. The report as referred to in point (16) letter a is carried out using a communication tool that contains at least the following information:
 - a. the date and time of the incident;
 - b. type of pollution;
 - c. sources and causes of pollution;

- d. pollution position; and
 - e. weather conditions.
18. Pollution control procedures as referred to in point (16) letter b consist of:
- a. pollution control patterns originating from ship operations; and
 - b. emergency response procedures for dealing with pollution originating from other activity units in the anchorage area at specific areas in waters functioned as ports in the local Riau Islands.

CHAPTER VII

SHIP SECURITY SYSTEM AND PORT FACILITIES AT SPECIFIC AREA IN WATERS FUNCTIONED AS PORTS

1. For three certain areas in the waters that function as ports that have been determined by the government, the Management of Ship and Port Facilities Security applies in accordance with the International Ship and Port Facility Security (ISPS) Code.
2. In accordance with point one (1) above, the Harbormaster is the Chief Coordinator of the Port Security Committee (PSC) whose task is to form a PSC involving all related elements including the TNI and the Police and is stated in a Decision.
3. Managers of activities at specific areas in waters functioned as ports in order to provide signs and boundaries of certain territorial waters in waters that function as clear ports and be socialized and maintain their existence.
4. The activity manager at specific area in waters functioned as ports shall place at least 1 (one) patrol boat and security personnel to ensure security at specific area in waters functioned as ports.

5. Managers of activities at specific areas in waters functioned as ports are required to periodically report to the Director General on Security activities in accordance with applicable regulations.

CHAPTER VIII

COORDINATION AND COOPERATION

1. In the event that the Ships are anchored not in a certain area in the waters that functions as a designated port, each Law Enforcement Agency must coordinate with the local Port Operator in taking persuasive actions to move the Ship according to the permitted designation at specific area in waters functioned as ports as specified.
2. Marine security activities outside the DLKr/DLKp in order to support the implementation of law enforcement against ships carrying out activities at specific areas in waters functioned as ports in the Riau Islands under the coordination of the local Port Operator in coordination with Tanjung Uban Class II Base and coordinating with other marine security agencies .

MINISTER OF TRANSPORTATION

Signed.

BUDI KARYA SUMADI

The Copy is in accordance to the original

Head of Legal Bureau,

[sealed & signed]

WAHJU ADJI HERPRIARSONO