

REGULATION OF THE HEAD OF THE BATAM FREE TRADE ZONE AND FREE
PORT AUTHORITY NUMBER 4 OF 2026

ON

PORT OPERATIONS IN THE BATAM FREE TRADE ZONE AND FREE PORT

BY THE GRACE OF GOD ALMIGHTY

THE HEAD OF THE BATAM FREE TRADE ZONE AND FREE PORT AUTHORITY,

- Considering : a. that it is for the purpose of implementing Article 24 paragraph (1) of Regulation of the Government Number 41 of 2021 on the Implementation of Free Trade Zones and Free Ports as amended by Regulation of the Government Number 25 of 2025 on the Amendment to Regulation of the Government Number 41 of 2021 on the Implementation of Free Trade Zones and Free Ports and to ensure order, safety, certainty of service, transparency and optimization of revenue and accountability in port management;
- b. that based on the considerations as referred to in letter a, it has been deemed necessary to establish Regulation of the Head of the Batam Free Trade Zone and Free Port Authority on Port Operations in the Batam Free Trade Zone and Free Port;
- Observing : 1. Law Number 36 of 2000 on the Stipulation of Regulation of the Government in Lieu of Law Number 1 of 2000 on Free Trade Zones and Free Ports into Law (State Gazette of the Republic of Indonesia of 2000 Number 251, Supplement to the State Gazette of the Republic of Indonesia Number 4053) as amended several times, most recently by Law Number 6 of 2023 on the Stipulation of Regulation of the Government in Lieu of Law Number 2 of 2022 on Job Creation into Law (State Gazette of the Republic of Indonesia of 2023 Number 41, Supplement to the State Gazette of the Republic of Indonesia Number 6856);
2. Law Number 17 of 2008 on Shipping (State Gazette of the Republic of Indonesia of 2008 Number 64, Supplement to the State Gazette of the Republic of Indonesia Number 4849), as amended several times, most recently by Law Number 66 of 2024 on the Third Amendment to Law Number 17 of 2008 on Shipping (State Gazette of the Republic of Indonesia of 2024 Number 252, Supplement to the State Gazette of the Republic of Indonesia Number 7003);
3. Regulation of the Government Number 46 of 2007 on the Batam Free Trade Zone and Free Port (State Gazette of the Republic of Indonesia of 2007 Number 107, Supplement to the State Gazette of the Republic of Indonesia Number 4757) as amended several times, most recently by Regulation of the Government Number 47 of 2025 on the Fourth Amendment to Regulation of the Government Number 46 of 2007 on the Batam Free Trade Zone and Free Port (State Gazette of the Republic of Indonesia of 2025 Number 178, Supplement to the State Gazette of the

Republic of Indonesia Number 7143);

4. Regulation of the Government Number 6 of 2011 on Financial Management at the Batam Free Trade Zone and Free Port Authority (State Gazette of the Republic of Indonesia of 2011 Number 17, Supplement to the State Gazette of the Republic of Indonesia Number 5196);
5. Regulation of the Government Number 41 of 2021 on the Organization of Free Trade Zones and Free Ports (State Gazette of the Republic of Indonesia of 2021 Number 51, Supplement to the State Gazette of the Republic of Indonesia Number 6653) as amended by Regulation of the Government Number 25 of 2025 on the Amendment to Regulation of the Government Number 41 of 2021 on the Organization of Free Trade Zones and Free Ports (State Gazette of the Republic of Indonesia of 2025 Number 94, Supplement to the State Gazette of the Republic of Indonesia Number 7112);
6. Regulation of the Minister of Transportation Number 72 of 2017 on Types, Structures, Classifications and Mechanisms for Determining Port Service Rates (Official Gazette of the Republic of Indonesia of 2017 Number 266) as amended by Regulation of the Minister of Transportation Number 121 of 2018 on the Amendment to Regulation of the Minister of Transportation Number 72 of 2017 on Types, Structures, Classifications and Mechanisms for Determining Port Service Rates (Official Gazette of the Republic of Indonesia of 2018 Number 1761);
7. Regulation of the Minister of Finance Number 195/PMK.05/2022 on Service Rates for the Public Service Agency of the Batam Free Trade Zone and Free Port Authority (Official Gazette of the Republic of Indonesia of 2022 Number 1292);
8. Regulation of the Batam Free Trade Zone and Free Port Council Number 1 of 2025 on the Organization and Work Procedures of the Batam Free Trade Zone and Free Port Authority (Official Gazette of the Republic of Indonesia of 2025 Number 125), as amended by Regulation of the Batam Free Trade Zone and Free Port Council Number 1 of 2026 on the Amendment to Regulation of the Batam Free Trade Zone and Free Port Council Number 1 of 2025 on the Organization and Work Procedures of the Batam Free Trade Zone and Free Port Authority (Official Gazette of the Republic of Indonesia of 2026 Number 96);
9. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 10 of 2016 on the Implementation of the Host-to-Host Payment System for Port Service Activities within the Batam Port Environment, as amended several times, most recently by Regulation of

the Head of the Batam Free Trade Zone and Free Port Authority Number 16 of 2022 on the Second Amendment to Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 10 of 2016 on the Implementation of the Host-to-Host Payment System for Port Service Activities within the Batam Port Environment;

10. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 5 of 2025 on the Implementation of Services in the form of Basic Requirements, Business Licensing, and Business Licensing to Support Business Activities within the Batam Free Trade Zone and Free Port Environment;
11. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 13 of 2025 on Concessions and Other Forms of Cooperation in the Port Sector between the Batam Free Trade Zone and Free Port Authority and Port Business Entities;
12. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 3 of 2026 on the Organizational Structure and Work Procedures of Organizational Units Under Members/Deputies of the Batam Free Trade Zone and Free Port Authority.

HAS DECIDED:

To Establish : REGULATION OF THE HEAD OF THE BATAM FREE TRADE ZONE AND FREE PORT AUTHORITY ON PORT OPERATIONS IN THE BATAM FREE TRADE ZONE AND FREE PORT.

Chapter I GENERAL PROVISIONS

Division One Definition

Article 1

Under this Regulation, the following definitions are employed:

1. KPBPB Batam is the Batam Free Trade Zone and Free Port.
2. Batam Authority is the Batam Free Trade Zone and Free Port Authority.
3. Head is the Head of the Batam Authority.
4. Port is a place consisting of land and surrounding waters with specific boundaries, used as a place for government and economic activities, used as a place for ships to dock, anchor, embark and/or disembark passengers, and/or load and unload goods, which is equipped with navigational safety facilities and port support activities, as well as a place for intra- and inter-modal transportation transfers.
5. Seaport is a port that can be used to serve marine transportation and/or ferry transportation activities located at sea or on rivers.

6. Ship-to-Ship Transfer is a transshipment service between ships within or outside the port's DLKr/DLKp in waters designated by the government which functions as a port.
7. Public Terminal is a port facility consisting of a berthing basin and a place for ships to dock or moor, a stacking area, a waiting area for passengers to embark and disembark, and/or a place for loading and unloading goods, operated for the public interest.
8. Working Area (Daerah Lingkungan Kerja), from this point onwards is referred to as DLKr, is the waters and land area of a Port, Tersus, or TUKS used directly for Port activities.
9. Interest Area (Daerah Lingkungan Kepentingan), from this point onwards is referred to as DLKp, is the waters surrounding the Port's working area used to ensure shipping safety.
10. Movement is the movement of a ship/cargo from one location to another as desired.
11. Special Terminal (Terminal Khusus), from this point onwards is referred to as a Tersus, is a terminal located outside the Port's DLKr and DLKp and is part of the nearest Port to serve its own interests in accordance with its core business.
12. Terminal for Own Interest (Terminal Untuk Kepentingan Sendiri), from this point onwards is abbreviated as TUKS, is a terminal located within the Port's DLKr and DLKp and is part of the Port to serve its own interests in accordance with its core business.
13. Mooring is the activity of a ship mooring or docking at a pier in a technically safe condition, with the ship's cross rope tied to the bolter to allow for smooth and safe loading/unloading and other activities.
14. Anchoring is the activity of a ship visiting port waters, whether moored or anchored, awaiting further services such as mooring, loading/unloading, or other services (docking/repair/standby, document processing, and other activities).
15. Port Operator is the Batam Authority, which carries out the functions of regulating, controlling, and supervising commercial port activities, except for the implementation of shipping safety and security and cooperation between the central government and international institutions/organizations, which are organized by the minister responsible for government affairs in the transportation sector.
16. Ship is a watercraft of a specific shape and type, propelled by wind power, mechanical power, or other energy, pulled or towed, including dynamically powered vehicles, underwater vehicles, and stationary floating structures.
17. Buoy is a mooring buoy or floating device that can have various functions, including being able to anchor/float, be left floating for mooring ships, or serve as a marker placed at sea to prevent ships from docking due to shallow water depths.
18. Bollard Pull is a measure of the pulling force of a tugboat using a towing line, as evidenced by a test certificate from a government-recognized classification.
19. Commercial Ship is a ship whose primary activity is transporting goods and/or passengers for commercial purposes, in various sizes and shapes.
20. Non-commercial Ship is a ship whose activity is not transporting goods and/or passengers for commercial purposes, in various sizes and shapes.

21. Tourist Ship, from this point onwards is referred to as Yacht, is a water transportation vehicle used solely by tourists for sightseeing or competitions on waters, powered by wind and/or mechanical power, and used solely for non-commercial activities.
22. Gross Tonnage, from this point onwards is abbreviated as GT, is the calculation of the volume of all spaces located below the ship's deck, plus the volume of enclosed spaces located above the deck, plus the contents of the spaces and all enclosed spaces located above the top deck (superstructure), gross tonnage is expressed in tons, a unit of volume equal to 100 (one hundred) cubic feet, equivalent to 2.83 (two point eight three) cubic meters.
23. Etmal is the unit for calculating the length of time a ship is in port.
24. International Marine Transportation is marine transportation activities from Indonesian ports to foreign ports or vice versa, including continuing visits between ports within Indonesian waters, organized by marine transportation companies.
25. Domestic Marine Transportation is marine transportation activities between ports within Indonesian waters, organized by marine transportation companies.
26. Pioneer Marine Transportation is a marine transportation activity between ports in Indonesia, carried out on fixed and regular routes, to connect remote and underdeveloped areas.
27. People's Shipping is a marine transportation activity between ports in Indonesia using sailing ships or motorized sailing ships up to 400 (four hundred) GT and motorized ships up to 35 (thirty-five) GT.
28. Pilotage is the activity of a pilot to assist in providing advice and information to the captain regarding local water conditions, which is important for safe, orderly, and smooth navigation for the safety of the ship and the environment.
29. Towing is the work of pushing, escorting, guarding, pulling, or towing a moving ship, to moor to or from a dock, breasting dolphin, buoy, or other ship using a tugboat.
30. Tethering (Kepil) is the work of tying, untying, and pulling the rigging of a moving ship to moor to or from a dock, breasting dolphin, buoy, and other ships, whether or not using a mooring boat (motor kepil).
31. Warehouse is a place or roofed building designated for storing, stockpiling, and processing goods with the aim of preventing damage and loss due to human, animal, insect, or weather-related causes.
32. Roll On-Roll Off, from this point onwards is referred to as Ro-Ro, is a mode of transporting goods that can load/unload cargo into/out of a ship using its own propulsion using a ship equipped with a ramp door.
33. Stripping is the work of removing goods from containers until they are neatly arranged in a warehouse or at a stacking yard (CFS – Container Freight Station).
34. Stuffing is the work of loading goods into containers from a warehouse/stacking yard (CFS) until they are neatly arranged in the containers.
35. Harbor Master is a government official at the Port appointed by the Minister and has the highest authority to implement and supervise compliance with

the provisions of laws and regulations to ensure the safety and security of shipping which, in this Regulation, is located at the Batam Special KSOP.

36. Host-to-Host System is an online transaction system that directly connects the Service Provider's server to the designated Bank's server using a telecommunications network.
37. Port Services System (Sistem Pelayanan Jasa Kepelabuhanan), from this point onwards is referred to as PJK System, consists of INAPORTNET, the Batam Seaport Information Management System (B-SIMS), the Seaport Management System (SMS/Ship Services), the Boarding Management System (BMS), and other Port Services systems.
38. Port Pass is a special entry permit for persons, vehicles, or work equipment that meet the requirements and provisions for security, safety, and health into restricted areas of the Port.
39. Loading and Unloading of Goods is an activity engaged in loading and unloading of goods from and to ships at the port which includes stevedoring, cargodoring and received/delivery activities.
40. Goods are all types of commodities, including livestock, that are unloaded/loaded onto and off ships.
41. Bunker Services are services intended for the provision and distribution of fuel oil at Public Terminals.
42. Container Handling Charges, from this point onwards is referred to as CHC, are costs charged by container terminal operators to service users, namely shipping lines, from the time a ship docks, unloads its cargo, and stacks containers in the stacking yard/container yard.
43. Lift Off-Lift On, from this point onwards is referred to as Lo-Lo, is the activity of unloading containers from a trailer and loading them onto the trailer.
44. Haulage is the activity of moving containers from the ship's hull to the stacking yard or warehouse using a chassis and head truck/trailer, or vice versa.
45. Stevedoring is the activity of unloading goods from a ship onto a dock/barge/truck or loading goods from a dock/barge/truck onto a ship until they are stacked in the ship's hold using a ship's crane or a land crane.
46. Transportation Management Services is a business aimed at representing the interests of the Goods owner in managing all activities necessary for the implementation of the security and receipt of Goods via land, rail, sea, and air transportation, including shipping, receiving, loading and unloading, storage, sorting, packing, marking, measuring, weighing, processing document completion, issuing transportation documents, booking transportation space, managing distribution, calculating transportation costs, insurance claims for goods shipments, settling invoices and other necessary costs, and providing information and communication systems and logistics services.
47. Integrated Physical Inspection Places (Tempat Pemeriksaan Fisik Terpadu), from this point onward are abbreviated as TPFT, are places that provide integrated physical inspection services in a single process involving several institutions, starting from the initial stage to the final stage of inspection of imported/exported Goods for transshipment.
48. Loading and Unloading Companies (Perusahaan Bongkar Muat), from this point onward are referred to as PBM, are Indonesian legal entities in the form of limited liability companies that provide related services in the field of water

transportation, specifically for loading and unloading activities of Goods.

49. Loading and Unloading Workers (Tenaga Kerja Bongkar Muat), from this point onward are referred to as TKBM, are all workers registered at the local port who perform loading and unloading work at the port.
50. Port Business Entity (Badan Usaha Pelabuhan), from this point onwards is abbreviated as BUP, is a business entity whose business activities specifically involve the management of terminals and other port facilities.
51. Concession is the granting of rights by the Port Operator to the BUP to carry out certain port service provision and/or services within a specified period of time and for specific compensation.

Division Two Scope

Article 2

The scope of this Regulation includes:

- a. delegation of authority;
- b. port operations;
- c. types, structures, classifications, and mechanisms for determining port services;
- d. implementation of port services;
- e. implementation of port-related services;
- f. system services and access rights;
- g. billing and deposits;
- h. fines; and
- i. reporting.

Division Three Delegation of Authority

Article 3

- (1) The Head delegates authority to:
 - a. members/deputies in charge of port affairs; and
 - b. the head of the organizational unit in charge of port affairs.
- (2) The delegation of authority as referred to in paragraph (1) takes the form of approval and signing of agreements for the use of state-owned assets and the use of waters as set out in Appendix I to this Regulation.
- (3) In addition to the authority referred to in paragraph (2), the authority to sign recommendations from the Port Operator in accordance with the provisions governing risk-based business licensing and provisions of laws and regulations is delegated to the head of the organizational unit in charge of port affairs.
- (4) The delegated authority as referred to in paragraph (1) is implemented based on the general principles of good governance.
- (5) The recipient of the delegation of authority as referred to in paragraph (1) is required to submit a report on the implementation of the delegation of authority to the Head periodically every 6 (six) months in a hierarchical

manner or as needed.

CHAPTER II PORT OPERATIONS

Division One Government Activities at Ports

Article 4

- (1) Government activities at Ports shall include at least the following functions:
 - a. regulation and guidance, control, and supervision of port activities; and
 - b. shipping safety and security.
- (2) In addition to the government activities referred to in paragraph (1), the following functions may be performed within Ports:
 - a. customs;
 - b. immigration;
 - c. quarantine; and/or
 - d. other non-permanent government activities.

Article 5

- (1) The function of regulating, controlling and supervising port activities as referred to in Article 4 paragraph (1) letter a is carried out by the Port Operator.
- (2) The Port Operator as referred to in paragraph (1) is the Batam Authority.

Article 6

- (1) The function of shipping safety and security as referred to in Article 4 paragraph (1) letter b is carried out by the Harbor Master.
- (2) In Port operations, the organizational unit in charge of port affairs and related organizational units within the Batam Authority coordinate with the Harbor Master to ensure that aspects of shipping safety and security are met in accordance with the provisions of laws and regulations.

Article 7

The functions of customs, immigration, quarantine and/or other non-permanent government activities as referred to in Article 4 paragraph (2) are implemented in accordance with the provisions of laws and regulations.

Article 8

- (1) The Batam Authority, as referred to in Article 5 paragraph (2), has the following duties and responsibilities:
 - a. providing plots on the land and in the waters of the Port;
 - b. providing and maintaining breakwaters, port basins, shipping lanes, and

- road networks;
 - c. ensuring security and order at the Port (Port Security Officer);
 - d. ensuring and maintaining environmental sustainability at the Port;
 - e. preparing a Port master plan, including the Port's DLKr and DLKp;
 - f. implementing the provision of port services and port-related services and setting rates;
 - g. ensuring the smooth flow of goods; and
 - h. collaborating with BUP business permit holders who have met the administrative and technical requirements in the form of a Concession or other form of cooperation in the port sector.
- (2) Under certain circumstances, the maintenance of breakwaters, port basins, shipping lanes, and road networks as referred to in paragraph (1) letter b may be carried out by a BUP that has obtained a Concession or a TUKS manager as outlined in a Concession agreement or other form of cooperation.
- (3) Certain circumstances as referred to in paragraph (2) include the occurrence of something that can hinder the provision of port services which must be restored immediately and cannot wait for financing from the state revenue and expenditure budget.

Article 9

The provision of plots on the land and in the waters as referred to in Article 8 paragraph (1) letter a is carried out according to the operational needs of the Port and to ensure shipping safety.

Article 10

- (1) The provision and maintenance of breakwaters carried out by the Batam Authority as referred to in Article 8 paragraph (1) letter b is carried out to withstand currents and wave heights.
- (2) The provision of breakwaters and maintenance of breakwaters as intended in paragraph (1) is carried out in accordance with water conditions and maintenance is carried out periodically.

Article 11

- (1) The provision and maintenance of the Port basin carried out by the Batam Authority as referred to in Article 8 paragraph (1) letter b is carried out to ensure smooth operations or movement of ships.
- (2) The provision of the Port basin and maintenance of the Port basin as referred to in paragraph (1) is carried out through the construction of the Port basin and its regular maintenance.

Article 12

- (1) The provision and maintenance of shipping lanes carried out by the Batam Authority as referred to in Article 8 paragraph (1) letter b is carried out so

that the passage of ships in and out of the port runs smoothly.

- (2) The provision of shipping lanes and maintenance of shipping lanes at the port as referred to in paragraph (1) is carried out through the construction of shipping lanes and their regular maintenance.

Article 13

- (1) In addition to providing breakwaters, port basins and shipping lanes, the Batam Authority provides and maintains a road network within the port as referred to in Article 8 paragraph (1) letter b.
- (2) The provision and maintenance of the road network within the port as referred to in paragraph (1) is carried out in accordance with the provisions of laws and regulations.

Article 14

The organizational unit in charge of port affairs is responsible for ensuring the realization of security and order at the port as referred to in Article 8 paragraph (1) letter c.

Article 15

- (1) To guarantee and maintain environmental sustainability at the Port as referred to in Article 8 paragraph (1) letter d, the organizational unit in charge of port affairs in every activity carried out at the Port must carry out prevention and control of environmental pollution.
- (2) To guarantee and maintain environmental sustainability at the Port as referred to in paragraph (1), the organizational unit in charge of port affairs provides pollution prevention facilities and ensures an environmentally conscious Port.

Article 16

- (1) To ensure the smooth flow of goods at the port as referred to in Article 8 paragraph (1) letter g, the organizational unit in charge of port affairs is obliged to:
 - a. establish a system and procedures for port services;
 - b. maintain the smooth and orderly flow of ship and freight services, as well as the activities of other parties, in accordance with the established port service systems and procedures;
 - c. supervise loading and unloading activities;
 - d. implement integrated information and communication system technology to ensure the smooth flow of goods; and
 - e. coordinate with relevant parties to ensure the smooth flow of goods.
- (2) The system and procedures for port services as referred to in paragraph (1)

are determined by the organizational unit in charge of port affairs.

Article 17

The provision and/or service activities for port services as referred to in Article 8 paragraph (2) include services for People's Shipping marine transportation ships, pioneer shipping, public facilities and social facilities.

Article 18

Provisions regarding Concessions or other forms of cooperation as referred to in Article 8 paragraph (1) letter h are regulated in Regulation of the Head regarding Concessions or other forms of cooperation.

Article 19

- (1) To carry out the duties and responsibilities referred to in Article 8 paragraph (1), the organizational unit in charge of port affairs has the authority to:
 - a. regulate and supervise the use of plots on the land and in the waters of the Port;
 - b. supervise the use of DLKr and DLKp;
 - c. regulate ship traffic in and out of the port through ship pilotage; and
 - d. establish operational performance standards for port services in a Regulation of the Head.
- (2) The operational performance standards for port services as referred to in paragraph (1) letter d are evaluated annually.

Division Two Business Activities at the Port

Article 20

Business activities at the port consist of:

- a. provision and/or service for ships, goods, and passengers; and
- b. port-related services.

Article 21

- (1) The provision and/or service for ships, goods, and passengers as referred to in Article 20 letter a consists of:
 - a. provision and/or service of dock services for mooring;
 - b. provision and/or service of services for anchoring;
 - c. provision and/or service of fueling, clean water, and tank cleaning;
 - d. provision and/or service of passenger and/or vehicle embarkation and/or disembarkation facilities;
 - e. provision and/or service of dock services for the loading and unloading of goods and containers;
 - f. provision and/or service of warehouses, storage areas, loading and unloading equipment, and other port equipment;

- g. provision and/or service of container terminals, liquid bulk, dry bulk, and Ro-Ro services;
 - h. provision and/or service of loading and unloading services for goods;
 - i. provision and/or service of distribution centers and consolidation of goods; and
 - b. j. provision and/or service of ship pilotage, towing, and tethering services.
- (2) The activities referred to in paragraph (1) may be carried out by the BUP through Concessions and other forms of cooperation.

Article 22

- (1) The provision and/or servicing of port-related services as referred to in Article 20 letter b includes:
- a. provision of waste storage facilities;
 - b. provision of container depots;
 - c. provision of warehousing;
 - d. office building cleaning and maintenance services;
 - e. clean water and electricity installations;
 - f. fresh water and oil filling services;
 - g. provision of offices for the benefit of port service users;
 - h. provision of cold storage facilities;
 - i. ship maintenance and repair;
 - j. packaging and labeling;
 - k. fumigation and container cleaning/repair;
 - l. public transportation to and from the port;
 - m. motor vehicle waiting areas;
 - n. certain industrial activities;
 - o. trade activities;
 - p. provision of play and recreation areas;
 - q. advertising services;
 - r. hotels, restaurants, tourism, postal and telecommunications; and/or
 - s. other related activities.
- (2) The activities referred to in paragraph (1) are carried out by individuals who are Indonesian citizens and/or business entities.

Article 23

- (1) Individuals who are Indonesian citizens and/or business entities as referred to in Article 22 paragraph (2) who will be providing and/or servicing port-related services must cooperate with the Batam Authority.
- (2) The cooperation referred to in paragraph (1) may be carried out in the form of leasing and other forms of cooperation.
- (3) The leasing as referred to in paragraph (2) shall be carried out in accordance with the provisions of laws and regulations.

Article 24

In the case of the provision and/or servicing of port-related services as referred to in Article 22 paragraph (1) carried out by Indonesian citizens and/or business entities within the Port's working area, the land side operated by the BUP must obtain approval from the Batam Authority.

Article 25

- (1) Determination of the BUP appointed to carry out business activities at the Port at a Port whose status has changed is carried out through the granting of a Concession from the Batam Authority.
- (2) The granting of a Concession to the BUP as referred to in paragraph (1) is further regulated in a Regulation of the Head regarding Concessions and other forms of cooperation.

Division Three Port Construction at KPBPB Batam

Article 26

- (1) Port construction at KPBPB Batam may only be carried out based on the National Port Master Plan, the Port Master Plan, and the designated Port Location.
- (2) Port construction at KPBPB Batam shall be carried out by:
 - a. a BUP; and
 - b. a government agency.
- (3) Port construction carried out by a BUP as referred to in paragraph (2) letter a must obtain a business licensing from the Batam Authority.
- (4) Port construction carried out by a government agency as referred to in paragraph (2) letter b must obtain approval from the Batam Authority.
- (5) Port construction licensing as referred to in paragraph (3) and paragraph (4) shall be issued by the organizational unit in charge of one-stop integrated services.

Article 27

The BUP as referred to in Article 26 paragraph (2) letter a carry out the Port construction based on a Concession or other form of cooperation from the Batam Business Agency in accordance with the provisions of laws and regulations.

Article 28

- (1) Port construction at KPBPB Batam for commercial purposes may be carried out in the form of terminals and other port facilities.
- (2) Construction of terminals and other port facilities as referred to in paragraph

- (1) may be carried out by the BUP based on a concession or other form of cooperation with the Batam Authority.
- (3) Construction of port facilities that are the responsibility of the Batam Authority as referred to in paragraph (1) includes:
- a. provision of plots on land and in waters;
 - b. breakwaters adapted to water conditions;
 - c. port basins;
 - d. shipping lanes;
 - e. road networks to and/or between terminals within the port area; and
 - f. other public facilities.
- (4) Construction of basic port facilities carried out by the BUP includes:
- a. docks;
 - b. container yards;
 - c. warehouses;
 - d. passenger terminals;
 - e. container terminals;
 - f. liquid bulk terminals;
 - g. dry bulk terminals;
 - h. Ro-Ro terminals;
 - i. car terminals;
 - j. multipurpose terminals;
 - k. floating terminals;
 - l. loading and unloading equipment facilities;
 - m. waste storage and management facilities;
 - n. bunker facilities;
 - o. firefighting facilities;
 - p. warehouse facilities for hazardous and toxic goods (B3);
 - q. port equipment maintenance and repair facilities; and
 - r. other basic facilities in accordance with technological developments.

Article 29

- (1) Construction of facilities at the Port's land side which is carried out based on the Port Master Plan may be carried out after meeting business licensing for building construction in accordance with the provisions of laws and regulations.
- (2) Construction of facilities at the Port's land side as referred to in paragraph (1) consists of main facilities and supporting facilities.
- (3) The main facilities and supporting facilities as referred to in paragraph (2) consist of buildings and structures, including:
- a. warehouses;
 - b. passenger terminals; and
 - c. office buildings.

Division Three Port Development at KPBPB Batam

Article 30

- (1) Port development at KPBPB Batam may only be carried out based on the national port master plan and the port master plan.
- (2) Port development shall be carried out by:
 - a. a BUP; and
 - b. a government agency.
- (3) Port development carried out by a BUP as referred to in paragraph (2) letter a must obtain a business licensing from the Batam Authority.
- (4) Port development carried out by a government agency as referred to in paragraph (2) letter b must obtain approval from the Batam Authority.
- (5) Port development licensing as referred to in paragraph (3) and paragraph (4) shall be issued by the organizational unit in charge of one-stop integrated services.

Division Four
Port Operations at KPBPB Batam

Article 31

Port operations at KPBPB Batam are carried out after obtaining approval or business licensing issued by the Batam Authority.

Article 32

- (1) Operation of port facilities is carried out after a physical inspection and berthing/undocking and ship movement trials.
- (2) The inspection and implementation of physical tests as referred to in paragraph (1) are carried out by the organizational unit in charge of port affairs and the organizational unit in charge of integrated one-stop services in accordance with their respective authorities.
- (3) The inspection and implementation of berthing/undocking and ship movement trials as referred to in paragraph (1) are carried out by the Harbor Master.
- (4) If the results of the physical inspection and berthing/undocking and ship movement trials as referred to in paragraph (2) and paragraph (3) indicate that the ship is ready for operation, the organizational unit in charge of integrated one-stop services shall prepare a report on the results of the physical inspection as one of the requirements for applying for a business licensing.

Article 33

- (1) Port operations at KPBPB Batam are carried out by:
 - a. a BUP; or
 - b. the Batam Authority.

- (2) Port operations carried out by the BUP as referred to in paragraph (1) letter a must obtain a business licensing from the Batam Authority.
- (3) Port operation licensing as referred to in paragraph (2) are issued by the organizational unit in charge of one-stop integrated services.
- (4) Applications for operating approval as referred to in paragraph (1) letter b must meet the following requirements:
 - a. construction of the port or terminal has been completed in accordance with the port development agreement;
 - b. shipping safety and security;
 - c. facilities to ensure the smooth flow of passengers and goods are available;
 - d. an environmental management system is in place as stipulated in the environmental document;
 - e. service systems and procedures are in place as determined by the organizational unit in charge of port affairs;
 - f. human resources in the technical field of port operations possess qualifications and competencies as evidenced by certificates; and
 - g. Minutes of berthing/undocking trials and ship movement.
- (5) The port's facility operational capabilities may be upgraded from general cargo facilities to container transportation, liquid bulk transportation, dry bulk transportation, vehicle terminals, and/or Ro-Ro.
- (6) The improvement in the operation of port facilities as referred to in paragraph (5) shall be carried out based on the approval of the Batam Authority.
- (7) Approval for the improvement in the operation of port facilities as referred to in paragraph (6) shall be issued by the organizational unit in charge of integrated one-stop services.

Article 34

A BUP that has obtained a business licensing and approval to operate a port as referred to in Article 33 paragraph (2) is required to:

- a. be fully responsible for the operation of the relevant port or terminal;
- b. report operational activities monthly to the Batam Authority through the organizational unit in charge of port affairs;
- c. comply with the provisions of laws and regulations in the field of shipping and environmental sustainability; and
- d. comply with the provisions of laws and regulations from other government agencies related to its core business.

Division Five Tersus and TUKS

Article 35

- (1) To support certain activities outside the Port's DLKr and DLKp, a Tersus may be built and operated.
- (2) To support certain activities within the Port's DLKr and DLKp, a TUKS may be built.

- (3) Certain activities as referred to in paragraph (1) and paragraph (2) are activities to support core business activities that are not served by the Port because the nature of the goods or business activities require special services.

Article 36

- (1) Tersus or TUKS may only be operated for:
 - a. ship traffic activities, embarking and disembarking passengers, or loading and unloading goods in the form of raw materials, production results, and/or production support equipment for their own interest; and
 - b. government, research, education, training, and social activities.
- (2) Tersus or TUKS must submit a monthly report on operational activities as referred to in paragraph (1) no later than the 10th of the following month through the PJK System and must provide facilities and infrastructure for the implementation of port service and supervision activities.
- (3) Activities as referred to in paragraph (1) letter a must be proven by passenger documents and/or cargo documents.
- (4) Facilities and infrastructure as referred to in paragraph (2) include:
 - a. rooms and/or areas used for supervision; and
 - b. Closed Circuit Television (CCTV) cameras integrated into the PJK System and accessible by the organizational unit in charge of port affairs.

Article 37

- (1) Business licensing for the determination of the location, construction/development and operation of Tersus and TUKS in the KPBPB Batam area is carried out in accordance with the provisions of Regulation of the Head regarding the implementation of licensing services at the KPBPB Batam.
- (2) Holders of port business licensing as referred to in paragraph (1) who do not fulfill their obligations and/or violate the provisions of the business licensing will be subject to administrative sanctions in accordance with applicable provisions.

CHAPTER III TYPES, STRUCTURES, CLASSIFICATIONS, AND MECHANISMS FOR DETERMINING PORT SERVICES

Division One General

Article 38

Types of business services at the Port include:

- a. port services; and
- b. port-related services.

Article 39

- (1) The types of port services referred to in Article 38 letter a constitute a levy for each service provided by the Batam Authority or BUP to port service users.
- (2) The types of port services referred to in paragraph (1) consist of:
 - a. ship services;
 - b. freight services; and
 - c. passenger services.

Article 40

- (1) Ship services as referred to in Article 39 paragraph (2) letter a consist of:
 - a. anchoring services;
 - b. pilotage services;
 - c. towing services;
 - d. mooring services;
 - e. lane utilization services;
 - f. yacht and similar services;
 - g. people's shipping and pioneering marine transportation services;
 - h. ship transshipment service packages; and
 - i. tethering services.
- (2) Freight services as referred to in Article 39 paragraph (2) letter b consist of:
 - a. general freight services at multipurpose terminals;
 - b. container services at container terminals;
 - c. liquid/gas bulk cargo services at liquid/gas bulk terminals;
 - d. dry bulk services at dry bulk terminals;
 - e. vehicle services at car terminals;
 - f. loading and unloading services at floating terminals;
 - g. container services at dry ports; and
 - h. vehicle and goods loading and unloading rates on a Ro-Ro basis at Ro-Ro terminals.
- (3) Passenger services as referred to in Article 39 paragraph (2) letter c consist of passenger passes and passenger baggage.

Division Two Types of Port-Related Services

Article 41

The types of port-related services as referred to in Article 38 letter b is a levy for each service provided by the Batam Authority to port service users.

Article 42

- (1) The provision and/or servicing of port-related services includes:
 - a. provision of waste storage facilities;
 - b. provision of container depots;

- c. provision of warehousing;
 - d. office building cleaning and maintenance services;
 - e. clean water and electricity distribution services;
 - f. fresh water and oil filling services;
 - g. provision of offices for the benefit of port service users;
 - h. provision of cold storage facilities;
 - i. ship maintenance and repair;
 - j. packaging and labeling;
 - k. verified gross mass container weighing services;
 - l. fumigation and container cleaning/repair;
 - m. public transportation to and from the port;
 - n. motor vehicle waiting areas;
 - o. certain industrial activities;
 - p. trade activities;
 - q. provision of play and recreation areas;
 - r. advertising services;
 - s. hotels, restaurants, tourism, postal, and telecommunications;
 - t. equipment services;
 - u. Land, space, and building rental;
 - v. bunker;
 - w. pipe rack rental;
 - x. equipment services;
 - y. port entry (pass) permits;
 - z. ship waste disposal services;
 - aa. vehicle and freight services on a Ro-Ro basis;
 - bb. inter-terminal transfer;
 - cc. hi-co scan;
 - dd. hi-co scan with behandle;
 - ee. ship mooring overstack;
 - ff. trucking (from stock file to conveyor);
 - gg. stacking plus extra movement (initial stack);
 - hh. transaction cancellation;
 - ii. after closing time;
 - jj. IT system administration for e-payment;
 - kk. moving stacking location (PLP);
 - ll. weighing services; and
 - mm. water usage.
- (2) Clean water and electricity distribution services as referred to in paragraph (1) letter e include the costs of using clean water and electricity.
- (3) The activities referred to in paragraph (1) are carried out by individuals who are Indonesian citizens and/or business entities that cooperate with the Batam Authority.

Division Three
The Structure of Port Services and Port-Related Services

Article 43

The structure of port services and port-related services is a framework linked to the time order and units of measurement of each type of service in 1 (one) levy package.

Article 44

The port service framework as referred to in Article 43, for each type of port service, consists of:

- a. Ship services are differentiated for domestic and international marine transportation vessels, including:
 1. Anchoring services;
 2. Pilotage services, consisting of:
 - a) Ship pilotage in mandatory pilotage waters;
 - b) Ship pilotage in extraordinary pilotage waters; and
 - c) Ship pilotage outside mandatory pilotage waters and extraordinary pilotage waters.
 3. Towing services, consisting of:
 - a) within port waters; and
 - b) outside port waters.
 4. Mooring services, consisting of:
 - a) dock moorings;
 - b) breasting dolphin/buoy moorings; and
 - c) tallud edge moorings.
 5. Shipping lane utilization services;
 6. Tethering services; and
 7. additional services.
- b. Freight services are differentiated for export and import activities, as well as inter-island operations, including:
 1. General freight services at multipurpose terminals, consisting of the following activities:
 - a) docking;
 - b) stevedoring;
 - c) cargodoring services;
 - d) stacking;
 - e) monitoring/supervision services;
 - f) stripping/stuffing services;
 - g) receiving/delivery;
 - h) cleaning/trimming/sweeping services; and
 - i) additional services.
 2. Container services at container terminals, consisting of the following activities:
 - a) Ship operations, consisting of:
 - 1) docking;
 - 2) stevedoring;
 - 3) haulage/trucking (stacking to the yard or vice versa);
 - 4) shifting;
 - 5) opening/closing hatches; and
 - 6) other ship operation activities.
 - b) field operations, consisting of:
 - 1) stacking;
 - 2) Lo-Lo;
 - 3) Extra movements;
 - 4) installment relocation; and

- 5) other field operation activities.
 - c) container freight station operations, consisting of:
 - 1) stripping/stuffing;
 - 2) stacking;
 - 3) receiving/delivery; and
 - 4) other container freight station activities.
 - d) additional service activities, consisting of:
 - 1) invoice administration costs;
 - 2) inter-terminal transfer costs;
 - 3) container delivery note (SPP) costs;
 - 4) export card costs;
 - 5) hi-co scan costs;
 - 6) hi-co scan with behandle costs;
 - 7) initial stack costs (stacking costs plus extra movement);
 - 8) transaction cancellation costs;
 - 9) after-closing time costs;
 - 10) IT system administration costs for e-payment;
 - 11) Moving Stacking Location (PLP) costs;
 - 12) site office costs; and
 - 13) monitoring/supervision costs.
3. Liquid/gas bulk cargo services at liquid/gas bulk terminals consist of the following activities:
- a) ship operations, consisting of:
 - 1) docking;
 - 2) plugging/unplugging (flexible hoses);
 - 3) pipes;
 - 4) pumps;
 - 5) heating;
 - 6) monitoring/supervision;
 - 7) cleaning; and
 - 8) trucking.
 - b) field operations, consisting of:
 - 1) stacking (tanks);
 - 2) filling from tanks to tanker trucks;
 - 3) unloading from trucks to tanks; and
 - 4) heating.
 - c) additional services, consisting of:
 - 1) invoice administration costs;
 - 2) IT system administration costs for e-payment;
 - 3) transfer costs; and
 - 4) monitoring/supervision costs.
4. Dry bulk services at dry bulk terminals consist of the following activities:
- a) ship operations, consisting of:
 - 1) docking;
 - 2) conveyors/pipes/excavators/grabs;
 - 3) plugging/unplugging;
 - 4) monitoring/supervision;
 - 5) pumps;
 - 6) ramp door/movable bridge;
 - 7) grab and hopper;
 - 8) trimming; and
 - 9) cleaning.

- b) field operations, consisting of:
 - 1) stockpiling;
 - 2) bagging/unbagging;
 - 3) hopper;
 - 4) trimming; and
 - 5) loading/unloading from/to trucks.
 - c) additional services, consisting of:
 - 1) invoice administration costs;
 - 2) IT system administration costs for e-payment;
 - 3) transfer costs; and
 - 4) monitoring/supervision costs.
5. vehicle services at the car terminal, consisting of the following activities:
- a) docking;
 - b) stacking;
 - c) flatbed on tire;
 - d) stevedoring;
 - e) field planning;
 - f) monitoring/supervision;
 - g) cleaning;
 - h) car wash;
 - i) minor repairs;
 - j) information technology;
 - k) glossing;
 - l) receiving/delivery;
 - m) cargo entry tickets;
 - n) painting;
 - o) tug master,
 - p) labeling; and
 - q) additional services.
6. Loading and unloading services at floating terminals consist of the following activities:
- a) loading and unloading;
 - b) mooring master;
 - c) fender rental;
 - d) hose;
 - e) oil spill response;
 - f) Surveyor;
 - g) oil spill incident response;
 - h) ship Chandler;
 - i) ship waste management;
 - j) service boat, and
 - k) cargo blending.
7. Container services at dry ports consist of the following activities:
- a) field operations;
 - b) warehousing services;
 - c) receiving/delivery services; and
 - d) additional services.
8. Vehicle and cargo loading and unloading services by way of Ro-Ro at the Ro-Ro Terminal, consisting of the following activities:
- a) docking;

- b) vehicle embarking/disembarking;
 - c) field stacking/storage;
 - d) stevedoring;
 - e) field planning;
 - f) monitoring/supervision;
 - g) weighing; and
 - h) additional services.
- c. Passenger services at the passenger terminal, consisting of:
- 1. waiting room services and passenger support facilities; and
 - 2. handling of passenger luggage.

Article 45

The timeframe and unit of measurement for each type of port service as referred to in Article 43 are determined as follows:

- a. Ship services, consisting of:
- 1. Anchoring is calculated based on the size of the ship in GT, with a unit of GT per ship visit;
 - 2. Pilotage is calculated based on the size of the ship being piloted in GT, with a unit of GT per movement linked to the pilotage distance and risk level using the formula: $((GT \times \text{variable rate}) + \text{fixed rate}) \times \text{movement}$;
 - 3. Towing is calculated based on the size of the ship being towed in GT, with a unit of GT per hour, using the formula: $((GT \times \text{variable rate}) + \text{fixed rate}) \times \text{hour}$;
 - 4. Mooring is calculated based on the size of the ship in GT, with a unit of GT per Etmal;
 - 5. Utilization of the operated shipping lane is calculated according to the following provisions:
 - a) for empty ships, based on the size of the ship in GT, with a unit of GT per single passage; and
 - b) for loaded ships, based on the size of the ship in GT, with a unit of GT per single passage or based on the ship's load, with a unit of ton/m/box per visit;
 - 6. Tethering services, calculated based on a unit of per movement; and
 - 7. additional services, consisting of:
 - a) invoice administration costs, calculated based on a unit of per invoice; and
 - b) IT system administration costs for e-payment, calculated based on a unit of per invoice.
- b. Freight services, consisting of:
- 1. General freight services at multipurpose terminals:
 - a) dock costs, calculated based on:
 - 1) a unit of per ton or per m for general freight;
 - 2) a unit of per box for containers;
 - 3) a unit of per head for animals;
 - 4) a unit of per ton, per m ton, per kiloliter, per Million Metric British Thermal Units
 - 5) (MMBTU) or per Million Standard Cubic Feet (MSCF) for liquid/gas bulk;
 - 6) a unit of per ton or per m for dry bulk; and
 - 7) a unit of per unit or per m per service for vehicles.
 - b) Stevedoring services, calculated based on:

- 1) a unit of per ton or per m per service for general freight;
 - 2) a unit of per box per service for containers;
 - 3) a unit of per head per service for animals;
 - 4) a unit of per ton, per m ton, per kiloliter, or per MMBTU or MSCF for liquid/gas bulk;
 - 5) a unit of per ton or per m for dry bulk; and
 - 6) a unit of per unit or per m per service for vehicles.
- c) Cargodoring services, calculated based on:
- 1) a unit of per ton or per m per service for general freight;
 - 2) a unit of per box per service for containers;
 - 3) a unit of per head per service for animals;
 - 4) a unit of per ton, per m³ ton, per kiloliter, or per MMBTU or MSCF for liquid/gas bulk;
 - 5) a unit of per ton or per m³ for dry bulk; and
 - 6) a unit of per unit or per m³ per service for vehicles.
- d) Monitoring/supervision services, calculated based on a unit of per ton or per m³ or per unit or per activity per hour;
- e) Stripping/Stuffing services, calculated based on:
- 1) a unit of per ton or per m³ per service for breakbulk and dry bulk;
 - 2) a unit of per head per service for animals;
 - 3) a unit of per unit or per m³ per service for vehicles; and
 - 4) a unit of per box per service for containers.
- f) Receiving/Delivery services, calculated based on:
- 1) a unit of per ton or per m³ per service for general freight;
 - 2) a unit of per box per service for containers;
 - 3) a unit of per head per service for animals;
 - 4) a unit of per ton, per m³ ton, per kiloliter, or per MMBTU or MSCF for liquid/gas bulk;
 - 5) a unit of per ton or per m³ for dry bulk; and
 - 6) a unit of per unit or per m³ per service for vehicles.
- g) cleaning/trimming/sweeping services, calculated based on a unit of per ton, per m³, per kiloliter, or per unit per service;
- h) additional services, consisting of:
- 1) invoice administration costs, calculated based on a unit of per invoice;
 - 2) inter-terminal transfer costs, calculated based on a unit of per ton, per m³, per box, or
 - 3) per unit;
 - 4) initial stacking costs (stacking costs plus extra movement), calculated based on a unit
 - 5) of per ton, per m³, per box, or per unit;
 - 6) IT system administration costs for e-payment, calculated based on a unit of per
 - 7) invoice;
 - 8) haulage costs, calculated based on a unit of per ton, per m³, per box, or per unit;
 - 9) monitoring/supervision costs, calculated based on a unit of per ton, per m³, per box,
 - 10) per unit, or per head per activity; and
 - 11) site office costs, calculated based on a unit of per m², per unit, or per box.

2. Container services at the container terminal, consisting of:

a) Ship operations, consisting of:

- 1) docking, calculated based on a unit of per ton, per m³, per box, or per unit per service;
- 2) stevedoring, calculated based on a unit of per ton, per m³, per box, and per unit per service;
- 3) haulage/trucking, calculated based on a unit of per ton, per m³, per box, or per unit per service;
- 4) shifting, calculated based on a unit of per ton, per m³, per box or per unit per service;
- 5) hatch opening/closing, calculated based on a unit of per ton, per m³, per box, or per unit per service;
- 6) lift on/lift off, calculated based on a unit of per ton, per m³, per box, or per unit per service.

b) Field operations activities, consisting of:

- 1) stacking, calculated based on a unit of per ton/m³/box/unit per day;
- 2) Lift on/lift off, calculated based on a unit of per ton, per m³, per box, or per unit per service;
- 3) Extra movements, calculated based on a unit of per ton, per m³, per box, or per unit per service;
- 4) relocation, calculated based on a unit of per ton, per m³, per box, or per unit per service; and
- 5) installments, calculated based on a unit of per ton, per m³, per box, or per unit per service.

c) Container freight station operations activities, consisting of:

- 1) stripping/stuffing, calculated based on a unit of per ton, per m³, per box, or per unit per service;
- 2) stacking, calculated based on a unit of per ton, per m³, per box, or per unit per day; and
- 3) receipt/delivery, calculated based on a unit of per ton, per m³, per box, or per unit per service.

d) additional service activities, consisting of:

- 1) invoice administration costs, calculated based on a unit of per invoice;
- 2) inter-terminal transfer costs, calculated based on a unit of per ton, per m³, per box, or per unit;
- 3) container delivery note (SPP) costs, calculated based on a unit of per box,
- 4) container delivery note (SPP) costs, calculated based on a unit of per box, hi-co scan costs, calculated based on a unit of per box,
- 5) hi-co scan with behandle costs, calculated based on a unit of per ton, per m³, per box, or per unit;
- 6) initial stack costs (stacking costs plus extra movement), calculated based on 8) transaction cancellation costs, calculated based on a unit of per ton, per m³, per box, or per unit;
- 7) after-closing time costs, calculated based on a unit of per ton, per m³, per box, or per unit;
- 8) IT system administration costs for e-payments, calculated based on a unit of per invoice;
- 9) Moving Stacking Location (PLP) costs, calculated based on a unit of per ton, per m³, per box, or per unit; and
- 10) site office costs, calculated based on a unit of per m² per unit or

per box. a unit of per ton, per m3, per box, or per unit;

- c. Liquid/gas bulk cargo services at liquid/gas bulk terminals, consisting of:
 - 1. docks, calculated based on a unit of per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF;
 - 2. stacking (tanks), calculated based on a unit of per tank capacity, per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF per day;
 - 3. plugging/unplugging (flexible hoses), calculated based on a unit of per activity per ship;
 - 4. Monitoring/supervision, calculated based on a unit of ton/m3 tons/kiloliters/MMBTU/MMSCF per activity;
 - 5. Pipes, calculated based on a unit of per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF per activity per hour;
 - 6. Heaters, calculated based on a unit of per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF per activity per hour;
 - 7. Pumps, calculated based on a unit of per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF per activity per hour;
 - 8. Cleaning, calculated based on a unit of per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF per liter per activity;
 - 9. Trucking, calculated based on a unit of per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF; and
 - 10. Additional services consisting of:
 - a) invoice administration costs calculated based a unit of per invoice;
 - b) IT system administration costs for e-payments calculated based on a unit of per invoice;
 - c) transfer costs calculated based on a unit of per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF; and
 - d) monitoring/supervision costs, which are per ton, per m3 ton, per kiloliter, per MMBTU, or per MSCF per activity.
- d. dry bulk services at dry bulk terminals, consisting of:
 - 1. docks, calculated based on a unit of per ton or per m³;
 - 2. stockpiles, calculated based on a unit of per ton or per m³ per day;
 - 3. conveyors/pipes/excavators/grabs, calculated based on a unit of per ton or per m³;
 - 4. plugging/unplugging, calculated based on a unit of per activity per service;
 - 5. monitoring/supervision, calculated based on a unit of per activity per hour;
 - 6. pumps, calculated based on a unit of per ton or per m3 ton per activity per hour;
 - 7. ramp door/moveable bridge, calculated based on a unit of per activity;
 - 8. hopper, calculated based on a unit of per ton or per m³;
 - 9. trimming, calculated based on a unit of per activity;
 - 10. bagging, calculated based on a unit of per ton or per sack;
 - 11. cleaning, calculated based on a unit of per activity;
 - 12. trucking, calculated based on a unit of per ton or per m³ ton; and
 - 13. additional services, consisting of:
 - a) invoice administration costs, calculated based on a unit of per invoice;
 - b) IT system administration costs for e-payment, calculated based on a unit of per invoice;
 - c) transfer costs, calculated based on a unit of per ton or per m3 ton; and
 - d) monitoring/supervision costs, calculated based on a unit of per ton or per m3 ton per activity.

- e. Vehicle services at the car terminal, consisting of:
 - 1. dock, calculated based on a unit of per ton, per m³, or per unit;
 - 2. stacking, calculated based on a unit of per ton, per m³, or per unit per day;
 - 3. flatbed on tires/mechanical aids, calculated based on a unit of per unit;
 - 4. stevedoring, calculated based on a unit of per ton, per m³ or per unit;
 - 5. field planning, calculated based on a unit of per ton, per m³, or per unit;
 - 6. monitoring/supervision, calculated based on a unit of per ton, per m³, or per unit per hour per activity;
 - 7. cleaning, calculated based on a unit of per ton, per m³, or per activity;
 - 8. carwash, calculated based on a unit of per unit;
 - 9. repair, calculated based on a unit of per ton, per m³, or per unit;
 - 10. information technology, calculated based on a unit of per kilo character/unit;
 - 11. glossing, calculated based on a unit of per unit;
 - 12. receiving/delivery, calculated based on a unit of per ton, per m³, or per unit;
 - 13. fitting, calculated based on a unit of per unit;
 - 14. painting, calculated based on a unit of per unit;
 - 15. tugmaster, calculated based on a unit of per activity;
 - 16. labeling, calculated based on a unit of per unit; and
 - 17. additional services, consisting of:
 - a) invoice administration costs, calculated based on a unit of per invoice; and
 - b) IT system administration costs for e-payments, calculated based on a unit of per invoice.
- f. Loading and unloading services at floating terminals, consisting of:
 - 1. loading and unloading, calculated based on a unit of per ton, per m³, or per kiloliter;
 - 2. mooring master, calculated based on activities per unit of time;
 - 3. fender rental, calculated based on a unit of per activity;
 - 4. hose, calculated based on a unit of per activity;
- g. oil spill response, calculated based on a unit of per activity:
 - 1. surveyor, calculated based on a unit of per activity;
 - 2. Oil spill incident response, calculated based on a unit of per activity/time;
 - 3. ship Chandler, calculated based on a unit of per unit;
 - 4. Ship waste handling, calculated based on a unit of per ton/m³ ton/kiloliter;
 - 5. service boat, calculated based on a unit of per activity/movement/day/passenger; and
 - 6. Cargo blending, calculated based on a unit of per ton, per m³, or per kiloliter.
- h. Container services at dry ports, consisting of:
 - 1. Field operations services, calculated based on a unit of per ton, per m³, per box, or per unit per activity/hour/day;
 - 2. Warehousing services, calculated based on a unit of per ton/m³/box/unit per activity/day;
 - 3. Receiving/delivery services, calculated based on a unit of per ton/m³/box/unit per activity; and
 - 4. Additional services, consisting of:
 - a) Invoice administration costs, calculated based on a unit of per invoice;

- b) SPP costs, calculated based on a unit of per box;
 - c) Export card costs, calculated based on a unit of per box;
 - d) hi-co scan costs, calculated based on a unit of per box,
 - e) hi-co scan costs with behandle, calculated based on a unit of per ton, m³, box, or unit;
 - f) Transaction cancellation costs, calculated based on a unit of per ton, m³, box, or unit;
 - g) Transaction cancellation costs, calculated based on a unit of per ton, m³, box, or unit;
 - h) IT system administration costs for e-payments, calculated based on a unit of per invoice;
 - i) site office costs, calculated based on a unit of per m², per unit, or per box; and
 - j) monitoring/supervision costs, calculated based on a unit of per ton, per m³, per box, or per unit per activity.
- i. Vehicle and cargo loading and unloading services by way of Ro-Ro at the Ro-Ro Terminal, consisting of:
- 1. dock, calculated based on a unit of per ton, per m³, or per unit;
 - 2. stacking, calculated based on a unit of per ton, per m³, or per unit per day;
 - 3. stevedoring, calculated based on a unit of per ton, per m³, or per unit;
 - 4. field planning, calculated based on a unit of per ton, per m³, or per unit;
 - 5. monitoring/supervision, calculated based on a unit of per ton, per m³, or per unit per hour per activity; and
 - 6. additional services consist of:
 - a) invoice administration costs, calculated based on a unit of per invoice; and
 - b) IT system administration costs for e-payments, calculated based on a unit of per invoice.
 - 7. Passenger service, calculated based on a unit of per passenger per service in the waiting room.

Article 46

The timeframe and unit of measurement for each type of port-related service as referred to in Article 43 are determined as follows:

- a. Waste storage facility services, calculated based on a unit of per ton, per m³, or kiloliter per activity;
- b. Container depot services, calculated based on a unit of per ton, per m³, per box, or unit per activity, per hour, or per day;
- c. Warehousing services, calculated based on a unit of per ton, per m³, per box, per unit, per activity, or per day;
- d. Office building cleaning and maintenance services, calculated based on a unit of per ton or per m³;
- e. Clean water services, calculated based on a unit of per ton, per m³, per ton, or per kiloliter;
- f. Electricity distribution services, calculated based on a unit of per KWH;
- g. Fresh water and oil filling services, calculated based on a unit of per ton, per m³, per kiloliter, or per unit;
- h. Office provision services for the benefit of port service users, calculated based on a unit of per m², per unit, per day, per month, or per year;
- i. Cold storage facility provision services, calculated based on a unit of per ton, per m³, per box, per unit, per hour, per day, per month, or per year;
- j. Ship maintenance and repair services, calculated based on a unit of per unit;

- k. Packaging and labeling services, calculated based on a unit of per unit;
- l. Fumigation and container cleaning/repair services, calculated based on a unit of per box or per unit per activity;
- m. Public transportation services to and from the port, calculated based on a unit of per passenger or per vehicle;
- n. Motor vehicle waiting area services, calculated based on a unit of per unit, per hour, or per day;
- o. Services for certain industrial activities, calculated based on a unit of per m² or per activity;
- p. Services for trade activities, calculated based on a unit of per ton, per m³, per box, per m², per unit, or per activity;
- q. Services for the provision of play and recreation areas, calculated based on a unit of per person, per vehicle, per hour, per day, per month, or per year;
- r. Hotel, restaurant, tourism, postal, and telecommunications services, calculated based on a unit of per person, per unit, per day, per month, or per year;
- s. Equipment services, calculated based on a unit of per ton, per m³, per box, per unit, per activity, per hour, per day, per month, or per year;
- t. Port entry (pass) services, calculated based on a unit of per person or type/capacity of vehicle per entry or per unit of time (monthly or yearly);
- u. Ship waste services, calculated based on a unit of per ton, per m³, per ton, per kiloliter, per activity, per trip, per activity or per package, per bag, per kg, or per m³;
- v. Passenger baggage services for marine transportation ships, calculated based on a unit of per package, per bag, per kg, or per m³; and
- w. weighing services, calculated based on a unit of per ton or per m³.

Division Four
Classifications of Port Services

Article 47

- (1) The classifications of port services are defined based on the type of service, facilities, and equipment available at the terminal.
- (2) The classifications as referred to in paragraph (1) are based on the type of service at the following terminal:
 - a. multipurpose;
 - b. container;
 - c. liquid/gas bulk;
 - d. dry bulk;
 - e. vehicle;
 - f. dry port; and
 - g. Ro-Ro.

Division Five
Port Services

Article 48

- (1) Services for ships engaged in domestic marine transportation are subject to port charges in Rupiah.
- (2) Services for ships engaged in international marine transportation are subject

to port charges in Rupiah/United States Dollars, with payment in Rupiah, unless otherwise stipulated by the laws and regulations.

- (3) Freight services and terminal services for inter-island activities are subject to port charges in Rupiah.
- (4) Freight services and terminal services for export and import activities are subject to port charges in Rupiah/United States Dollars, with payment in Rupiah, unless otherwise stipulated by the laws and regulations.
- (5) Domestic and international passenger services are subject to port charges in Rupiah.
- (6) The exchange rate used for converting United States Dollars into Rupiah as referred to in paragraph (2) and paragraph (4) is based on the Bank Indonesia middle rate in effect on the day and date of payment, as published by Bank Indonesia.

Article 49

- (1) The services for the use of shipping lanes as referred to in Article 40 paragraph (1) letter e is charged by the BUP to ships that use shipping lanes built and/or maintained and operated by the BUP.
- (2) The services for the use of shipping lanes as referred to in paragraph (1) is set out in the Concession agreement.

Article 50

- (1) Indonesian-flagged marine ships engaged in domestic marine transportation activities that transport export/import goods with transshipment activities at domestic ports are subject to Services for domestic ships.
- (2) Indonesian-flagged marine ships:
 - a. engaged in domestic marine transportation activities that transport export or import cargo or cargo from abroad, or vice versa, upon services at domestic ports are subject to Services for domestic marine transportation ships;
 - b. engaged in marine transportation activities from a domestic port to another domestic port that does not transport export or import cargo, or vice versa, upon services at domestic ports are subject to Services for domestic marine transportation ships; and
 - c. engaged in export or import cargo with transshipment activities at domestic ports are subject to Services for domestic ships.
- (3) Export or import cargo transported by Indonesian-flagged ships from one domestic port to another domestic port with transshipment activities at domestic ports are subject to domestic freight service.
- (4) Foreign ships engaged in International Marine Transportation activities are assigned port services in the Services for international marine transportation ships.

- (5) Foreign ships carrying out other activities that do not include the activity of transporting passengers and/or cargo in Domestic Marine Transportation activities are subject to the Services for international marine transportation ships.

Division Six
Port Service Rate Determination Mechanism

Article 51

- (1) The mechanism for determining port service rates proposed by the organizational unit in charge of port affairs and/or the BUP that has obtained a Concession refers to the regulations of the minister responsible for government affairs in the transportation sector.
- (2) Port-related service rates are determined by the Head based on proposals from the organizational unit in charge of port affairs and/or the BUP that has obtained a Concession as referred to in paragraph (1).
- (3) Service rates as referred to in paragraph (1) and paragraph (2) are determined by considering their impact on investment competitiveness.

CHAPTER IV
IMPLEMENTATION OF PORT SERVICE RATES

Division One
Implementation of Types of Ship Service

Article 52

Shipping companies are required to submit a general declaration of the arrival of the ship, referring to the Regulations of the Head regarding the implementation of the host-to-host system for payment of port services in the organizational unit in charge of port affairs, in the format provided in the PJK System.

Article 53

- (1) Billing for port services is carried out in Rupiah, including those stipulated in foreign currencies.
- (2) Indonesian-flagged marine ships conducting domestic operations are subject to services for domestic ships.
- (3) Foreign-flagged marine ships holding a permit to conduct domestic sea transportation activities are subject to services for foreign ships.
- (4) Foreign-flagged marine ships who stop by one or more ports in Indonesia, including warships from other countries, are subject to services for foreign ships.

- (5) Indonesian-flagged marine ships engaging in transportation activities from and/or to abroad are subject to services for foreign ships.

Article 54

- (1) For ships located at Batam Port for more than 1 (one) month, invoices/bills for port services on the host-tohost system are issued monthly.
- (2) Shipping companies/agents operating ships as referred to in paragraph (1) are required to pay for port services in accordance with the invoices/bills issued.
- (3) If the obligation to pay as referred to in paragraph (2) is not met, the shipping company will be subject to sanctions in the form of suspension of port services in the form of automatic termination of access to the PJK system.
- (4) For Indonesian-flagged marine ships carrying out transportation activities from and/or to abroad, adjustments will be made to the services for foreign ships and an adjustment invoice will be issued in response to the previous invoice.
- (5) The adjustment invoice as referred to in paragraph (4) is an invoice/bill containing the total value of the latest invoice/bill plus the shortfall in payment for the previous invoice/bill.

Article 55

The imposition of adjustments and reductions in port service rates uses a percentage mechanism based on the basic service rates as stated in Appendix II to this Regulation.

Article 56

- (1) The amount of domestic shipping port services is billed per invoice.
- (2) The amount of international shipping services is billed per invoice.
- (3) The amount of people's shipping services outside public ports is billed per invoice.
- (4) The amount of other port-related services, namely facilities and infrastructure services, is billed per invoice.
- (5) The amount of services related to container stacking is not subject to a minimum bill.
- (6) The amount of port services and other port-related services is as listed in Appendix III to this Regulation.

Subdivision 1 Ship Anchoring Services

Article 57

- (1) The agency of shipping companies, in accordance with the letter of appointment from the ship owner, are required to submit a ship anchoring request in accordance with the Regulation of the Head regarding the implementation of the host-to-host system for port service payments within the organizational unit in charge of port affairs, prior to carrying out the activity, by enclosing:
 - a. Ship arrival request letter;
 - b. ship particulars (ship measurement certificate);
 - c. bill of lading (B/L) and/or manifest;
 - d. data on loading/unloading activities; and
 - e. stowage plan.
- (2) Every shipping company carrying out a ship agency handover is required to submit an application to the head of the organizational unit in charge of port affairs, enclosing the following supporting data:
 - a. letter requesting a change in ship agency;
 - b. letter appointing a new ship agency from the ship owner and minutes of the ship agency handover; and
 - c. paid port service invoice from the previous agent.
- (3) Ships visiting the Port are subject to a Ship Anchoring rate per visit based on the Ship's GT, guided by the Ship measurement certificate or temporary Ship measurement certificate.
- (4) Ships visiting and remaining at the Port to carry out activities for more than 10 (ten) days or 1 (one) Etmal, are subject to an additional Ship Anchoring rate for each subsequent 10 (ten) day period at the rate per visit.
- (5) Passenger ships that do not operate (standby)/are unscheduled are subject to an additional Ship Anchoring for every 1 (one) to 10 (ten) days, calculated as 1 (one) Etmal passenger ship at the Anchoring rate and multiples thereof.

Article 58

- (1) Passenger ships visiting for passenger transport activities are subject to an Anchoring rate based on the basic rate calculation system.
- (2) The Anchoring rate as referred to in paragraph (1) is imposed for each anchoring activity at the destination terminal.

Article 59

- (1) Exemption from ship Anchoring rate may be granted to domestic marine transportation ships and international marine transportation ships.
- (2) Exemption from international marine transportation ship Anchoring rate includes:
 - a. Republic of Indonesia warships, harbormaster ships, navigation ships, patrol ships of the Maritime and Coast Guard (KPLP), customs and excise

- ships, research ships, Red Cross ships, regional government ships, Indonesian National Police (POLRI) ships, and ships carrying out search and
 - b. rescue (SAR) duties;
 - c. Ships sailing through port waters;
 - d. Ships that, in accordance with the provisions of the authorized agency, are not required to register; and
 - e. Ships undergoing repairs in dock.
- (3) Exemption from international marine transportation ship Anchoring rate includes:
- a. Ships sailing through port waters; and
 - b. Ships undergoing repairs in dock.

Article 60

The Ship Anchoring Tariffs as referred to in Article 58 to Article 59 are as set out in Appendix IV to this Regulation.

Subdivision 2 Ship Mooring Services

Article 61

- (1) Shipping company agencies, in accordance with the letter of appointment from the ship owner, are required to submit an application for Ship Mooring in accordance with a Regulation of the Head that regulates the implementation of the host-to-host system for payment of port services within the organizational unit in charge of port affairs before carrying out loading/unloading or embarking/disembarking activities, which must be accompanied by:
- a. an application letter for the arrival of the Ship;
 - b. a ships particular;
 - c. a bill of lading (B/L) and/or manifest;
 - d. data on loading/unloading or embarking/disembarking activities; and
 - e. a stowage plan.
- (2) Ship Mooring services at Tersus/TUKS are as follows:
- a. Goods loading/unloading or passenger embarking/disembarking activities for the benefit of Tersus/TUKS as referred to in Article 36 paragraph (1) letter a, with the following additional requirements:
 - 1. Business Identification Number;
 - 2. Tersus/TUKS operating permit;
 - 3. Loading/Unloading Activity Certificate (SKKBM);
 - 4. Goods manifest BC.1.1;
 - 5. bill of lading (B/L); and
 - 6. declaration certificate of Goods owned by Tersus/TUKS.
 - b. Ships conducting Ship Mooring activities at TUKS or Tersus that serve the public interest.

Article 62

- (1) Ship Mooring at Public Terminals shall be granted to the first Ship that arrives at the port (first-come, firstserved) and accompanied by complete documentation, in accordance with the established Port layout.
- (2) In the event that there is no space on the pier, Ship Mooring as referred to in paragraph (1) shall be transferred to a pier that is not currently in operation.

Article 63

- (1) Ship Mooring times for Ships conducting loading/unloading activities at multipurpose Public Terminals are as follows:
 - a. adjusted according to the number of Goods to be unloaded/loaded; and
 - b. preparation of Ship administrative documents may be given an additional 2 (two) hours before unloading and an additional 2 (two) hours after loading.
- (2) The Ship Mooring time for Ships conducting loading/unloading activities at a Public Terminal operated by a BUP shall be agreed upon by the BUP and the service user association, as authorized by the Port Operator.

Article 64

- (1) Ships shall be given a maximum of 4 (four) hours to receive their cargo after loading is complete.
- (2) In the event that the Ship is unable to load within the time limit as referred to in paragraph (1), the Ship is required to leave and anchor.
- (3) The maximum time allowed for receiving their cargo after loading is complete at a Public Terminal operated by a BUP shall be agreed upon by the BUP and the service user association, as authorized by the Port Operator.

Article 65

- (1) Shipping companies/agents are required to request an extension of the Ship Mooring time if the Goods to be loaded have not arrived due to negligence by the Goods owner/cargodoring/stevedoring.
- (2) The organizational unit in charge of port affairs shall grant an extension of the Ship Mooring time by imposing an additional Ship Mooring fee based on the extension time.

Article 66

- (1) Shipping companies/agents are required to submit a notification of changes to Ships that moor late or early after the scheduled Ship Mooring time.

- (2) Notification of changes as referred to in paragraph (1) must be made no later than 2 (two) hours after the Ship Mooring time.

Article 67

- (1) Shipping companies/agents are required to submit a request for changes to the Mooring time at the Public Terminal that exceeds the scheduled time.
- (2) Requests for changes to the Mooring time as referred to in paragraph (1) must be submitted in writing and uploaded through the PJK System no later than 6 (six) hours before the Mooring time expires.

Article 68

- (1) Ship Mooring tariffs shall be charged to every Ship moored at a dock (concrete, iron, or wooden), breasting dolphin/buoy, and every Ship docked at another Ship that is berthed/moored.
- (2) The imposition of Ship Mooring tariffs as referred to in paragraph (1) shall be based on the Ship GT based on the Ship measurement certificate, with the Mooring period using Etmal units.

Article 69

- (1) Ships moored at a Public Terminal shall be given a time limit determined at the port meeting, based on the calculation of the number of cargoes per Ship divided by the loading/discharging rate.
- (2) Mooring time exceeding the time limit as referred to in paragraph (1) shall be subject to an additional Ship Mooring tariff.

Article 70

- (1) Buoys belonging to the BUP receiving Concession may be used as Mooring facilities in the waters of the KPBPB Batam if necessary, and are required to cooperate with the Batam Authority.
- (2) The use of Buoys as referred to in paragraph (1) shall be carried out based on a permit granted by the head of the organizational unit in charge of port affairs.
- (3) Buoy owners as referred to in paragraph (1) shall pay a share fee in accordance with the cooperation agreement.

Article 71

- (1) Ships moored at more than one type of mooring, namely dock moorings (concrete, iron, and wood) or moored to the hull of another moored Ship, shall have their mooring period calculated based on the sum of the time spent on

several moorings (excluding time spent on breasting dolphins, buoys, and the edge) and shall be subject to the highest mooring rate.

- (2) Ships moored to the hull of another Ship moored at a Public Terminal shall be subject to the Ship Mooring tariff.
- (3) Ships moored at a Public Terminal on dock moorings (concrete, iron, and wood) equipped with breasting dolphins or buoys shall be subject to the Ship Mooring tariff for dock moorings (concrete, iron, and wood).

Article 72

Mooring service tariffs shall be calculated for a minimum of $\frac{1}{4}$ (one-quarter) Etmal or 6 (six) hours, rounded up as follows:

- a. Mooring usage of up to 6 (six) hours shall be calculated as $\frac{1}{4}$ (one-quarter) Etmal;
- b. Mooring usage of more than 6 (six) hours up to 12 (twelve) hours shall be calculated as $\frac{1}{2}$ (one-half) Etmal;
- c. Mooring usage of more than 12 (twelve) hours up to 18 (eighteen) hours shall be calculated as $\frac{3}{4}$ (threequarters) Etmal;
- d. Mooring usage of more than 18 (eighteen) hours up to 24 (twenty-four) hours shall be calculated as 1 (one) Etmal.

Article 73

Ship Mooring exemption shall be granted to Ships at Tersus/TUKS for loading/unloading, repair, docking, or standby activities for the benefit of the Tersus/TUKS concerned.

Article 74

- (1) Ships moored at a Public Terminal must adhere to the designated position with a maximum distance tolerance of 10 (ten) meters.
- (2) Changes to the mooring position at a Public Terminal must be submitted in writing by the shipping company/agent no later than 4 (four) hours after the Ship Mooring, or 4 (four) hours before the change in mooring.
- (3) Changes to the position/shift must be made no later than 2 (two) hours from the specified shifting order.

Article 75

- (1) Changes to the mooring usage plan for less than 6 (six) hours from the approved Mooring plan shall be calculated from the approved Mooring time.
- (2) Changes to the Mooring plan for more than 6 (six) hours shall be considered a cancellation of the original additional determination, but still subject to Mooring charges calculated as $\frac{1}{2}$ (one-half) Etmal.

Article 76

Provisions on procedures for Ship Anchoring and Mooring services shall be further regulated in the standard operating procedures for Port services.

Article 77

Ship Mooring tariffs as referred to in Article 63 to Article 76 are listed in Appendix IV to this Regulation.

Subdivision 3 Ship Pilotage Services

Article 78

Ships with a gross tonnage of 500 (five hundred) GT or more are required to use Pilotage services while sailing in pilotage-mandated waters, possessing and activating a vessel identification device.

Article 79

- (1) Every pilotage-mandated Ship entering or leaving the pilotage-mandated waters of Batam Port, namely Batu Ampar, Sekupang, Kabil, and Tanjung Uncang, must submit a pilotage request through the PJK System no later than 2 (two) hours before the activity.
- (2) Ships requiring pilotage that intend to cancel or change their pilotage time must notify the organizational unit in charge of port affairs no later than 2 (two) hours before the Movement.
- (3) Pilotage services shall be provided by pilotage officers registered with the PJK System at the organizational unit in charge of port affairs.
- (4) Ships requiring pilotage must commence the Movement no later than 30 (thirty) minutes after the pilotage officer arrives on board.

Article 80

The Harbor Master or local pilotage supervisor may grant a dispensation without a pilotage officer to Ships subject to pilotage and sailing in pilotage-mandated waters by issuing a pilot exemption certificate, taking into account the requirements that the captain must meet in accordance with the laws and regulations.

Article 81

In the event of an accident during the Ship Pilotage process that results in damage to dock facilities or other Ships in port waters, the captain or pilotage officer is required to prepare a report and minutes of the damage to ensure compensation for the accident.

Article 82

Pilotage services for convoy Ships consisting of 1 (one) Pilotage Movement performed by the pilotage officer on the lead Ship or a permanent pilotage officer on the pilotage/Tugboat shall be subject to a Pilotage service tariff.

Article 83

Ships using Pilotage services outside mandatory pilotage waters and extraordinary pilotage waters shall be subject to a Pilotage service tariff.

Article 84

Certain cargo Ships, such as Ships carrying liquefied natural gas (LNG), liquid petroleum gas (LPG), or highpressure gas (condensate), entering or exiting and/or conducting individual Movement within pilotage-mandated waters, shall be subject to an additional Pilotage service tariff.

Article 85

Pilotage services for tugboats towing barges or other floating equipment are regulated as follows:

- a. barges/other floating equipment towed/escorted/pushed/towed by a tugboat belonging to an organizational unit in charge of port affairs shall be subject to a Pilotage fee equal to the GT of the barge/floating equipment concerned, while the use of the tugboat shall be subject to the applicable Ship Towing fee in accordance with this Regulation; or
- b. barges/other floating equipment towed/escorted/pushed/towed by a tugboat not belonging to an organizational unit in charge of port affairs shall be subject to a Pilotage fee equal to the GT of the tugboat plus the GT of the barge/floating equipment concerned.

Article 86

- (1) The basic Pilotage service tariff is the total fixed tariff per Ship per Movement plus a variable tariff per GT per Ship per Movement.
- (2) Individual Pilotage services within pilotage-mandated waters for the purpose of shifting Ships at certain Ports where the pilotage service distance exceeds the Pilotage distance at the local port shall be subject to a separate Pilotage tariff.

Article 87

Exemptions from the imposition of Pilotage service tariffs shall apply to Ships for Domestic and International Sea Transportation under the following conditions:

- a. Ships for Domestic Sea Transportation in the form of:
 1. hospital ships in wartime;
 2. warships of the Republic of Indonesia or State Ships of the Republic of Indonesia on government duties;

3. ships visiting a Port solely for the purpose of requesting humanitarian assistance in the form of medical treatment or rescue in the event of a maritime disaster;
 4. ships moving or shifting from a mooring at the order of the Port manager for the purpose of Port operations.
- b. Ships for International Sea Transportation in the form of:
1. hospital ships in wartime;
 2. ships visiting a Port solely for the purpose of requesting humanitarian assistance in the form of medical treatment or rescue in the event of a maritime disaster; and
 3. ships moving or shifting from a mooring at the order of the Port manager for the purpose of Port operations.

Article 88

- (1) Ships experiencing delays in Movement on the pilot's recommendation due to tides, weather disturbances, or other extraordinary events shall be exempted from additional Pilotage service tariffs.
- (2) Pilotage services for domestic and international voyages shall be subject to a minimum Pilotage tariff per Ship/Movement.

Article 89

The Ship Pilotage tariffs as referred to in Article 78 to Article 88 are listed in Appendix IV to this Regulation.

Subdivision 4 Ship Towing Services

Article 90

- (1) The Tugboat operating zone at the KPBPB Batam shall be in accordance with the provisions of laws and regulations.
- (2) Tugboat usage time shall be calculated from and/or until the Pilotage limit.
- (3) Effective working hours are the time calculated from the time the Tugboat begins to approach the Ship to be towed until the Tugboat completes the Towing.
- (4) The average time for a Tugboat to and from the base is the average time required for the Tugboat to depart from and return to the base.
- (5) The average time for a Tugboat as referred to in paragraph (4) is set out in Appendix V to this Regulation.

Article 91

Cooperation between towing service providers in the Working Area of the Batam Authority shall be set out in a cooperation agreement in accordance with the

provisions of laws and regulations.

Article 92

- (1) Provisions on the calculation of the average time for a Tugboat to depart and return to the base at Batam Port are as follows:
 - a. Determination of Tugboat bases:
 1. Batu Ampar zone;
 2. Kabil zone;
 3. Sekupang zone; and
 4. Tanjung Uncang zone.
 - b. Tugboat usage hours shall be calculated as the time spent towing the Ship plus the average time spent in the Port zone.
- (2) Tugboat usage hours from bases/zones other than those as referred to in paragraph (1) letter a shall be calculated as the average time required by the Tugboat from departure from the base to the work/Ship location.
- (3) The calculation of the actual distance is the maneuver plus the hours of Tugboat usage while towing the Ship, calculated from the start to the end.
- (4) Provisions on the coordinate points for each Tugboat base zone as referred to in paragraph (1) letter a are listed in Appendix V to this Regulation.
- (5) For Towing services outside the zones as referred to in paragraph (1) letter a, Towing services shall be performed using the nearest zone.

Article 93

- (1) The organizational unit in charge of port affairs shall issue direct invoices to shipping agents/companies for the Towing services provided.
- (2) Payment of invoices for Towing services as referred to in paragraph (1) must be made through the payment mechanism applicable to the Batam Authority, and the Batam Authority does not accept cash, checks, or giro payments.

Article 94

The use of Tugboats as a means of Pilotage to assist Ship maneuvering is as follows:

- a. Ships with a length of 70 (seventy) meters to 150 (one hundred and fifty) meters shall use at least 1 (one) Tugboat with a minimum power rating of 2,000 (two thousand) horsepower (DK) and a minimum pulling force of 24 (twenty-four) tons of bollard pull;
- b. Ships with a length of more than 150 (one hundred and fifty) meters to 250 (two hundred and fifty) meters shall use at least two (2) Tugboats with a minimum power rating of 6,000 (six thousand) horsepower (DK) and a minimum pulling force of 65 (sixty-five) tons of bollard pull; or
- c. Ships with a length of more than 250 (two hundred and fifty) meters shall use 3 (three) Tugboats with a minimum power rating of 11,000 (eleven thousand) horsepower (DK) and a minimum pulling force of 125 (one hundred and

twenty-five) tons of bollard pull.

Article 95

The imposition of Ship Towing services in pilotage-mandated waters shall be stipulated as follows:

- a. Tugboat usage shall be subject to Towing services at the basic tariff;
- b. cancellation of a Tugboat request that has been dispatched to the Ship location shall be subject to Towing services at the basic tariff for at least 1 (one) hour of use; and
- c. for Ship Towing services served jointly by Tugboats owned by the Pilotage BUP, the towing service revenue shall be divided based on the ratio of the Horsepower (DK) of each Tugboat used.

Article 96

- (1) The hours of Tugboat use as referred to in Article 92 shall be calculated from the time the Tugboat arrives at the towed Ship location until the towing is completed, plus the number of departure hours from and return hours to the base.
- (2) The average number of departure hours from the base and return hours for Tugboats as referred to in paragraph (1) shall be calculated according to the provisions set forth in Appendix V to this Regulation.

Article 97

- (1) The hours of Tugboat use as referred to in Article 96 for Tugboat use of less than 1 (one) hour shall be rounded up and calculated as 1 (one) hour.
- (2) Rounding up for the remainder shall be as follows:
 - a. less than $\frac{1}{2}$ (half) an hour shall be calculated as $\frac{1}{2}$ (half) an hour; and
 - b. more than $\frac{1}{2}$ (half) an hour shall be calculated as 1 (one) hour.

Article 98

The basic Towing service tariff is the sum of the fixed tariff per towed Ship per hour plus the variable rate per GT per towed Ship per hour.

Article 99

- (1) Towing services shall be subject to a minimum Towing fee per towed Ship/Movement.
- (2) In the event of changes in fuel prices (diesel and similar), the minimum domestic Towing service tariff shall be subject to a fuel adjustment factor.
- (3) The fuel adjustment factor as referred to in paragraph (2) shall be calculated

using the formula of the base tariff plus an adjustment tariff.

Article 100

- (1) For navigation safety considerations in the harbor waters/port basin of Public Terminal, every barge less than 70 (seventy) meters in length that intends to dock is required to use an additional tugboat and is subject to a Towing tariff.
- (2) The provisions as referred to in paragraph (1) shall be exempted for barges longer than 70 (seventy) meters and must meet the requirements as referred to in Article 94.

Article 101

Ships less than 70 (seventy) meters in length that require Towing services shall be subject to a Towing tariff.

Article 102

The Towing tariff for Ships as referred to in Article 90 to Article 101 is set out in Appendix IV to this Regulation.

Subdivision 5 Tethering Services

Article 103

- (1) Tethering services shall include:
 - a. Tethering services for Ships engaged in domestic transportation; and
 - b. Tethering services for Ships engaged in international transportation.
- (2) Tethering services for domestic and international passenger Ships as referred to in paragraph (1) shall be subject to a maximum invoice of 20 (twenty) times the Tethering service fee for berthing and undocking activities within 1 (one) month.
- (3) The maximum invoice fee as referred to in paragraph (2) shall be exempted for the Ships of Indonesian national shipping (PELNI).
- (4) The tariffs for Tethering services as referred to in paragraph (1) are as set out in Appendix IV to this Regulation.

Article 104

- (1) Terminals for berthing activities for Yachts and the like at the Batam Port shall be determined by applicable provisions.

- (2) Foreign-flagged Yachts and the like visiting Batam must have valid Indonesian Government shipping documents and a port clearance (SPB) from their last Port of departure.
- (3) Foreign-flagged Yachts and the like visiting without valid shipping documents as referred to in paragraph (2) are required to process the documents with the authorized agency.
- (4) Yachts and the like arriving without a port clearance (SPB) from their last Port of departure as referred to in paragraph (2) are required to comply with applicable port provisions.
- (5) In the event that the provisions as referred to in paragraph (2) are not met, the Yacht shall be given a maximum of 30 (thirty) days to remain at the Batam Port and shall not be permitted to sail to other Indonesian waters.

Article 105

- (1) Foreign-flagged Yachts and the like that call at the Batam Port shall be subject to foreign shipping regulations.
- (2) Indonesian-flagged Yachts and the like arriving from or departing from abroad shall be subject to foreign shipping regulations.
- (3) Indonesian-flagged Yachts and the like that sail only in domestic waters shall be subject to domestic shipping regulations.

Article 106

- (1) Ship Anchoring and Ship Mooring tariffs for Yachts and the like shall be combined into one, known as call rates.
- (2) The service tariffs for Yachts as referred to in paragraph (1) shall be based on the Mooring period (days).
- (3) Service tariffs for Yachts as referred to in paragraph (1) and paragraph (2) shall be applied for a maximum of 7 (seven) days per month.

Article 107

Tariffs for Yachts and the like as referred to in Article 104 to Article 106 are as set out in Appendix IV to this Regulation.

Subdivision 7

Ship Services for People's Shipping and Pioneer Shipping

Article 108

- (1) Ships for People's Shipping shall include Commercial Ships and Non-Commercial Ships.
- (2) Service tariffs for Commercial Ships and Non-Commercial Ships as referred to in paragraph (1) shall be subject to Anchoring and Mooring service tariffs.
- (3) Ships for Pioneer Sea Transportation shall be subject to port services applicable to Ships for People's Shipping.
- (4) Ships for Pioneer Sea Transportation operating outside their scheduled routes shall be subject to Commercial Ship services for Domestic Sea Transportation.
- (5) The service tariffs for Ships for Pioneer Sea Transportation as referred to in paragraph (3) and paragraph (4) shall be subject to Anchoring and Mooring service tariffs.

Article 109

The service tariffs for Ships for People's Shipping and Pioneer Shipping as referred to in Article 108 are listed in Appendix IV to this Regulation.

Subdivision 8

Package Service for Ship-to-Ship Transfer

Article 110

- (1) The package service for Ship-to-Ship transfer is a service for Ship-to-Ship Transfer and floating storage unit (FSU) activities carried out in waters with designated coordinates.
- (2) The Ship as referred to in paragraph (1) is a Ship conducting permanent activities and residing permanently at the KPBPB Batam.
- (3) The package service for Ship-to-Ship Transfer as referred to in paragraph (1) shall encompass Ship Mooring services, Ship Pilotage services, and Ship Towing services.
- (4) The Goods Loading and Unloading business activity is a business activity engaged in the Goods Loading and Unloading between Ships within designated waters.
- (5) The Ship-to-Ship Cargo Transfer activity shall be carried out by a loading and unloading operator using loading and unloading equipment appropriate to the type of Goods being unloaded/loaded.
- (6) The tariff for the package service for Ship-to-Ship Transfer shall be based on the services provided during the Ship-to-Ship Transfer period within the designated waters.
- (7) The tariffs for the package service for Ship-to-Ship Transfer as referred to in paragraph (1) to paragraph (6) are as set forth in Appendix IV to this Regulation.

Division Three
Implementation of Service Types of Goods

Article 111

Implementation of service types of Goods at the Batam Port shall include:

- a. stacking services;
- b. loading and unloading services; and
- c. container services.

Article 112

Stacking services and non-container loading and unloading services shall be carried out in accordance with established procedures and calculated based on the largest volume (m3)/weight (ton) as set forth in Appendix VI to this Regulation.

Subdivision 1
Stacking Services

Article 113

- (1) The regulation/arrangement of Goods to be stacked in a Warehouse shall be regulated by the Warehouse supervisor/officer.
- (2) Quay transfer operations from Goods Loading and Unloading activities to the Warehouse shall be carried out by the PBM or Transportation Management Services.
- (3) The regulation/arrangement of Goods in the Warehouse shall be carried out after obtaining approval from the organizational unit in charge of port affairs where the Goods are to be placed.

Article 114

In the event that the Goods Loading and Unloading cannot be directly transported out due to a lack of onward transportation, the PBM is required to stack the Goods in the Warehouse or at the Port stacking yard.

Article 115

Stacking service fees in the Warehouse shall be charged according to the following provisions:

- a. for Goods unloaded from a Ship, the stacking days shall be calculated from the first unloading day by the owner of the Goods until the Goods are removed from the stacking yard and are subject to the stacking service fee; and
- b. for Goods loaded onto a Ship, the stacking period shall be calculated from the first stacking date by the owner of the Goods at the stacking location until the completion of loading of the entire Ship's cargo.

Article 116

The transit Warehouse's usage period is 10 (ten) days from the date the Goods to be stacked are placed in the Warehouse, and if the stacking of Goods exceeds 10 (ten) days, the Warehouse shall not be responsible for any loss or damage, and the Goods shall be removed from the Warehouse and deemed to have no owner.

Article 117

Warehousing services for Goods loaded/unloaded from Ships (import/export and domestic) shall be charged according to the following calculation:

- a. Day I, 1 (one) hour up to 24 (twenty-four) hours, shall be charged according to the basic daily warehousing tariff.
- b. Day II, 25 (twenty-five) hours up to 48 (forty-eight) hours, and thereafter, shall be charged according to the daily rate at 2x the basic tariff.

Article 118

Stacking services for dangerous Goods, as regulated in the International Maritime Dangerous Goods Code (IMDG Code), shall be charged according to the following provisions:

- a. dangerous Goods stored in the Warehouse/stacking yards or other locations, as well as dangerous Goods in containers, shall be charged according to the basic tariff multiplied by 2 (two);
- b. dangerous Goods not specifically labelled as stipulated in the IMDG Code shall be subject to the basic tariff multiplied by 3 (three).
- c. dangerous Goods, in accordance with the provisions of the IMDG Code for Class I (one), Class IV (four), and Class VII (seven), are not permitted to be stacked in the Warehouse/stacking yards.

Article 119

Non-container stacking services at the stacking yard shall be subject to the following provisions:

- a. for Goods unloaded from a Ship, the stacking days shall be calculated from the first unloading day by the owner until the Goods are removed from the stacking yard; and
- b. for Goods loaded onto a ship, the stacking days shall be calculated from the first stacking day by the owner at the stacking yard until the completion of loading of the entire cargo of the relevant Ship.

Article 120

Stacking services as referred to in Article 119 shall be charged as follows:

- a. for Goods unloaded from a Ship (inter-island import and unloading):
 - 1) Period I: until the 5th day, subject to a stacking service fee calculated as 1 (one) day at the basic tariff;
 - 2) Period II: from the 6th day onwards, calculated per day at the basic tariff multiplied by 1.5 (one point five).

- b. for Goods loaded onto a Ship (inter-island export and loading):
 - 1) Period I: until the 7th day, subject to a stacking service fee calculated as 1 (one) day at the basic tariff;
 - 2) Period II: from the 8th day onwards, calculated per day at the basic tariff multiplied by 1.5 (one point five).

Article 121

- (1) Transshipment Goods (through cargo) shall be exempted from stacking service fees for 7 (seven) days, starting from the completion of unloading from the first Ship (1st carrier) until the completion of loading the Goods onto the second Ship (2nd carrier).
- (2) Transshipment Ship containers that have not been loaded onto the next Ship within 7 (seven) days of unloading from the first carrier shall be subject to the following provisions:
 - a. the transshipment status of the container shall be cancelled, and the container loading and unloading service package shall be applied; and
 - b. container stacking service fees shall be charged, calculated from the first day of stacking.

Article 122

Container stacking service fees shall be charged to the Goods concerned based on the size and type of Goods.

Article 123

- (1) Stacking services for filled, empty, overheight/overlength/overweight, and reefer containers at multipurpose terminals shall be determined as follows:
 - a. Period I: The first day is free of charge; days 2 through 5 shall be subject to stacking calculated as 1 (one) day at the base tariff; and
 - b. Period II: Day 6 and thereafter, calculated daily and charged progressively, with the basic tariff multiplied by 2 (two).
- (2) Stacking services for filled, empty, overheight/overlength/overweight, and reefer containers at Public Terminals operated by the BUP shall be agreed upon by the BUP and the service user association recognized by the Port Operator.

Article 124

Stacking services for containers measuring less than 20' (twenty feet) shall be charged based on the weight/volume of the Goods in tons or m3 (cubic meters).

Article 125

- (1) Stacking services as referred to in Article 113 to Article 124 are listed in Appendix VI to this Regulation.
- (2) The units of measurement for the types and Goods subject to stacking services are as listed in Appendix VII to this Regulation.

Subdivision 2
Goods Loading and Unloading Services

Article 126

- (1) Cooperation between providers of Goods Loading and Unloading services in the KPBPB Batam area shall be outlined in an agreement to meet the Port's operational performance standards.
- (2) An application for Goods Loading and Unloading activities as referred to in paragraph (1) must be submitted through the PJK system by attaching the following requirements:
 - a. General Ship Declaration (PUK)/Ship Arrival Report (LKK);
 - b. letter of appointment for loading and unloading from the owner of the Goods (loading and unloading work agreement-Stevedoring);
 - c. copy of the bill of lading (B/L);
 - d. copy of the manifest/packing list;
 - e. quantity and type of cargo, to determine loading/unloading equipment;
 - f. number of TKBM required within the specified timeframe (based on loading and unloading productivity); and
 - g. readiness of land transportation/number of trucks (Transportation Usage Service) prepared for land transportation to the receiving Warehouse.
- (3) Additional requirements for loading and unloading activities at a Public Terminal are as follows:
 - a. if the cargo includes dangerous Goods, the PBM must submit an application for a dangerous Goods Loading and Unloading permit to the Harbor Master; and
 - b. if the cargo is for export, the PBM must attach a shipping order/shipping instruction stating the destination port.
- (4) Additional requirements for Goods Loading and Unloading activities at a Tersus/TUKS are as follows:
 - a. Business Identification Number;
 - b. Tersus/TUKS operating permit;
 - c. loading and unloading activity certificate (SKKBM);
 - d. Goods manifest BC.1.1;
 - e. bill of lading (B/L).

Article 127

- (1) PBM is required to carry out Goods Loading and Unloading activities continuously without interruption until completed within 24 (twenty-four) hours.
- (2) Shipping companies shall be given 2 (two) hours of preparation time before unloading activities after the Ship berths or 2 (two) hours after the completion of Goods loading to complete administrative procedures and prepare the Ship for departure.
- (3) In the event that the Ship as referred to in paragraph (2) is still awaiting return cargo, the Ship shall be given a maximum grace period of 4 (four) hours.

- (4) The time allotment as referred to in paragraph (2) and paragraph (3) at the Public Terminal operated by the BUP shall be agreed upon by the BUP and the service user association, acknowledged by the Port Operator.

Article 128

- (1) The wharf is not a place for stacking Goods/cargo.
- (2) The PBM is required to submit a request for a temporary unloading area.
- (3) The organizational unit in charge of port affairs shall grant permission to use the unloading area as referred to in paragraph (2) for a maximum of 3 (three) hours, after which the Goods/cargo must be taken to the stacking location or the owner's location.

Article 129

- (1) Goods loaded and unloaded between Ships or between Ships and other floating equipment without using a dock within the DLKr and DLKp in the waters of the KPBPB Batam designated by the government as a Port shall be subject to a ship-to-ship transfer fee.
- (2) Goods loaded via the dock onto a Ship/Barge moored to another Ship/Barge moored at a berth or vice versa at a Public Terminal shall be subject to a Goods Loading and Unloading service fee.
- (3) Goods loaded or unloaded via the dock to or from a Ship/Barge at a Tersus/TUKS shall be subject to the following Goods Loading and Unloading service fees:
 - a. for owned Goods that are raw materials, production results, and/or production support equipment for self-use, as evidenced by a manifest and other supporting documents, the Goods Loading and Unloading service fee shall not be subject to a Goods Loading and Unloading service fee; and
 - b. Goods not for Tersus/TUKS purposes and not serviced by the nearest public Port shall be subject to a tariff of 0.5 (zero point five) of the basic tariff applicable at the public Port.
- (4) Goods that disrupt/damage the condition of the dock and other facilities, as well as human health, shall be subject to a loading and unloading service tariff.
- (5) The types of Goods that disrupt/damage the condition of the dock and other facilities, as well as human health, as referred to in paragraph (4) are listed in Appendix VIII to this Regulation.
- (6) Dock services for dangerous Goods as regulated in the International Maritime Dangerous Goods Code (IMDG Code) shall be subject to a tariff calculated by multiplying the basic tariff by 1.2 (one point two).
- (7) The list of port Goods as referred to in paragraph (3) is listed in Appendix VII to this Regulation.

Article 130

PBM must carry out activities according to its functions no later than 2 (two) hours after the Ship docks.

Article 131

PBM operating Cranes is required to wear footwear with the following dimensions:

- a. thickness: 5 cm (five centimeters);
- b. width: 2 x 40 cm (two times forty centimeters); and
- c. length: 100 cm (one hundred centimeters).

Article 132

- (1) PBM or Transportation Management Services may stack containers in CFS and TPFT warehouses for Stuffing and/or Stripping activities, and inspections by relevant agencies according to the specified schedule.
- (2) Containers that have completed the activities as referred to in paragraph (1) must be removed from the CFS or TPFT area.

Article 133

- (1) PBM, in carrying out Loading and Unloading activities, must comply with the port operational performance standards established at Batam Port.
- (2) The port operational performance standards as referred to in paragraph (1) shall be regulated in a Regulation of the Head.

Article 134

- (1) PBM is required to provide safety equipment for Goods Loading and Unloading, such as nets on the hull of the Ship, for Loading and Unloading of Goods in the form of bag cargo (sacks), such as rice and nonpalletized cement.
- (2) In carrying out Goods Loading and Unloading activities at the Port, the occupational safety, health, and environmental (K3L) standards must be complied with.
- (3) PBM that neglects or fails to comply with occupational safety, health, and environmental (K3L) requirements shall be subject to sanctions in the form of being unable to continue its activities until the occupational safety, health, and environmental (K3L) requirements are met, as evidenced by confirmation from the organizational unit in charge of port affairs, namely the official in charge of Occupational Safety, Health, and the Environment (K3L).

Article 135

- (1) The supervisory officer of the Goods Loading and Unloading from the PBM and the deputy must be continuously present in the working area to monitor Goods Loading and Unloading activities, and shall coordinate with the organizational unit in charge of port affairs if any obstacles occur.
- (2) The supervisory officer of the Goods Loading and Unloading from the PBM as referred to in paragraph (1) must hand over the time shifts to the supervisory officer of the Goods Loading and Unloading from the organizational unit in charge of port affairs.

Article 136

PBM is prohibited from placing loaded chassis or chassis in the Port area.

Article 137

The breakbulk Goods Loading and Unloading service package tariff at the multipurpose terminal shall be charged for the series of breakbulk Goods Loading and Unloading activities from or to the ship, transportation from or to the stacking yard or Warehouse.

Article 138

Bulk Goods Loading and Unloading shall include:

- a. liquid/gas bulk Goods; and
- b. dry bulk Goods.

Article 139

- (1) The package tariff for Loading and Unloading liquid/gas bulk Goods as referred to in Article 138 letter a shall apply to a series of activities that include unloading or loading liquid or gas bulk Goods from or to the Ship, and transferring them using pipes and flexible hoses with pumps to or from the tank.
- (2) The package tariff for Loading and Unloading dry bulk Goods as referred to in Article 138 letter b shall apply to a series of activities that include unloading or loading dry bulk Goods from or to the Ship, and transferring them using pipes, conveyors, grabs, or hoppers to or from the stacking area.

Article 140

The Goods Loading and Unloading services referred to in Article 126 to Article 139 are listed in Appendix VI to this Regulation.

Subdivision 3
Container Services

Article 141

Container loading and unloading services shall include:

- a. Unloading CHC (FCL) Package charged for a series of activities, including unloading filled or empty containers from the Ship, transporting, unloading, and stacking them at the container terminal stacking yard according to the type of Goods or vice versa;
- b. Non-CHC/truck losing (non-package);
- c. additional loading and unloading Movement for the following activities:
 1. Stevedoring;
 2. Haulage; and
 3. Lo-Lo.

Article 142

Containers measuring over 40' (forty feet) shall be subject to a tariff calculated at a base tariff of 1.2 (one point two).

Article 143

Uncontainerized cargo shall be charged for unloading or loading services for Goods that can only be handled with additional special equipment, which are differentiated according to weight, namely:

- a. gross weight up to 20 (twenty) tons;
- b. gross weight above 20 (twenty) tons up to 40 (forty) tons; and
- c. gross weight above 40 (forty) tons.

Article 144

Uncontainerized cargo with a gross weight of over 40 (forty) tons as referred to in Article 143 letter c shall be subject to a separate fee, the amount of which is determined based on an agreement between the container terminal manager and the service user concerned.

Article 145

Transshipment container services shall include the unloading of transshipped containers from the first carrier, arranging and stacking them in the stacking yard, and shipping them to the second carrier, with the following provisions:

- a. unloading and loading of transshipped containers must be carried out at the same container terminal; and
- b. the transshipped containers must be reported in writing no later than 24

(twenty-four) hours before the first carrier docks, stating the second carrier.

Article 146

Transshipment container services as referred to in Article 145 shall be charged at twice the basic tariff for unloading and loading transhipped containers.

Article 147

Transshipment container services, where containers are unloaded and loaded at different container terminals, shall have their service provisions and charges regulated based on agreements between the respective container terminal operators.

Article 148

Container Shifting services shall be charged for moving containers from one location to another within the same Ship's compartment or to another location within the same Ship, to the dock, and then repositioning them on the same Ship.

Article 149

In the event that a container Shifting occurs as referred to in Article 148, but is carried out by landing at a container stacking yard, a fee of 1.25 (one point twenty-five) times the basic tariff for Shifting with landing shall be charged

Article 150

The service tariff for opening and closing hatches shall be calculated per unit per service, applied to opening and closing activities per unit per service, either landing or not landing at the dock.

Article 151

Goods and/or containers loaded/unloaded from or onto container Ships, conventional Ships, barges, and other types of sea transportation at container terminals shall be subject to container loading and unloading services.

Article 152

- (1) Goods and/or containers loaded/unloaded from or onto container Ships, conventional Ships, barges, and other types of sea transportation at container terminals shall be subject to container loading and unloading services.
- (2) The Goods Loading and Unloading services as referred to in paragraph (1) shall be subject to a profitsharing fee for Goods Loading and Unloading.

Article 153

- (1) The extra container Movement service tariff shall be charged for each container Movement at the request of the shipping company or the Goods owner and shall be borne by the PBM.
- (2) The extra Movement service tariff shall be charged for each container Movement at the request of the quarantine and customs agencies as referred to in paragraph (1) and shall be borne by the PBM.

Article 154

The container Lo-Lo service tariff shall be charged for the following activities:

- a. from the stacking area to the container receiving chassis; or
- b. from the container terminal chassis to the container chassis; or
- c. from the container delivery chassis to the stacking area.

Article 155

- (1) Containers that have already entered the container terminal but whose loading onto the previously designated Ship is cancelled, or that are withdrawn from the container terminal, shall be subject to container loading cancellation charges.
- (2) Containers that have already been loaded onto a Ship but are subsequently cancelled shall be subject to container loading and unloading service charges, in addition to container loading cancellation charges, and Shifting charges if Shifting occurs on board the Ship.
- (3) Containers subject to loading cancellation that are withdrawn from the container terminal shall be subject to an additional lift-on container charge at the time of delivery.

Article 156

- (1) Container service tariffs as referred to in Article 141 to Article 155 are as set forth in Appendix VI to this Regulation.
- (2) Domestic and international container service tariffs at the Batu Ampar container terminal are as set forth in Appendix IX to this Regulation.

Subdivision 4
Chassis Usage Services

Article 157

Loading and unloading of containers on chassis from and to foreign countries using the Ro-Ro system transported by Ships equipped with ramp doors shall be subject to a chassis service fee.

Article 158

Goods on trucks and/or chassis transported by Ro-Ro Ships shall be subject to a chassis service fee.

Article 159

Chassis usage services as referred to in Article 157 to Article 158 are listed in Appendix VI to this Regulation.

Division Four Implementation of Passenger Services

Article 160

- (1) Passenger services as referred to in Article 39 paragraph (2) letter c shall include:
 - a. domestic passenger passes; and
 - b. international passenger passes.
- (2) In the event that the passenger services as referred to in paragraph (1) letter b are cooperated with, the Batam Authority shall receive the following revenue:
 - a. terminal entry passes; and
 - b. profit sharing from terminal service passes.
- (3) In the event that terminal management is a collaborative effort, the profit sharing as referred to in paragraph (2) letter b shall be regulated in the cooperation agreement.

Article 161

Passenger service tariffs as referred to in Article 160 are as listed in Appendix X to this Regulation.

CHAPTER V IMPLEMENTATION OF PORT-RELATED SERVICES

Article 162

- (1) The Batam Authority may cooperate with service providers within the Port area.
- (2) Cooperation with providers of Goods Loading and Unloading equipment as referred to in paragraph (1) at the KPBPB Batam shall be stipulated in a cooperation agreement in accordance with the provisions of laws and regulations.
- (3) Cooperation with providers of Goods Loading and Unloading equipment as referred to in paragraph (1) or the operation of Goods Loading and Unloading equipment within the Port area that is not owned by the organizational unit in charge of port affairs for Stevedoring, Haulage, and Lo-Lo activities, shall be subject to profit sharing.
- (4) The TKBM costs for operating the use of Goods Loading and Unloading

equipment as referred to in paragraph (3) shall be the responsibility of the PBM.

Article 163

Lease cooperation for the use of Goods Loading and Unloading equipment that is an asset of the organizational unit in charge of port affairs for Stevedoring activities shall be subject to a service tariff.

Article 164

PBM that does not operate its own Goods Loading and Unloading equipment and the equipment is located within the port area shall be subject to a stacking service tariff.

Article 165

- (1) The lease period for Goods Loading and Unloading equipment and Goods Loading and Unloading supporting equipment belonging to the organizational unit in charge of port affairs shall be at least 4 (four) hours.
- (2) In the event that the lease period is more than 4 (four) hours, the following shall be rounded up:
 - a. less than $\frac{1}{2}$ (half) an hour becoming $\frac{1}{2}$ (half) an hour; and
 - b. more than $\frac{1}{2}$ (half) an hour to 1 (one) hour, becoming 1 (one) hour.

Article 166

The equipment services as referred to in Article 162 to Article 165 are as set out in Appendix XI to this Regulation.

Division Two Bunker Services

Article 167

- (1) Bunker Services shall be carried out by companies cooperating with the Batam Authority.
- (2) Companies cooperating with the Batam Authority are required to submit reports on Bunker Services activities subject to Bunker Services tariffs to the Batam Authority.
- (3) The Bunker Services tariffs as referred to in paragraph (1) are listed in Appendix XI to this Regulation.

Division Three Water Use Services

Article 168

- (1) Water use services shall be provided at the KPBPB Batam in accordance with the provisions of laws and regulations.

- (2) Applicants are required to submit an application for water use services as referred to in paragraph (1) to the Batam Authority in accordance with applicable provisions.
- (3) The application as referred to in paragraph (2) shall be followed up by the organizational unit in charge of port affairs, along with the designated technical organizational unit, to calculate the area of waters to be used.
- (4) The water use services as referred to in paragraph (1) shall be outlined in an agreement with a maximum period of 5 (five) years, provided the Tersus/TUKS operational permit remains valid.
- (5) Payment of water use service tariffs shall be made before the signing of the agreement, with payments made annually in advance.
- (6) The period of the water use as referred to in paragraph (4) shall not exceed the period of land use.
- (7) Implementation instructions and procedures for calculating water usage services are as set out in Appendix XIII to this Regulation.

Division Four
Port Rack/Area Lease Services for Pipelines

Article 169

- (1) Business entities or individuals interested in leasing Port racks/areas for pipelines in the Batam Port area are required to submit an application to lease Port racks/areas for pipelines to the head of the organizational unit in charge of port affairs, either as a new application or an extension.
- (2) An application to lease port racks/areas for pipelines as referred to in paragraph (1) must be submitted to the head of the organizational unit in charge of port affairs in writing, attaching the following documents:
 - a. application letter;
 - b. scanned copy of an identity card, such as a resident identity card (KTP), Limited Work Stay Permit (KITAS), or driver's license (SIM) for prospective private lessees or individuals;
 - c. considerations underlying the lease application and the intended use of the leased object;
 - d. detailed data on the leased object required;
 - e. scanned copy of the company's deed of establishment and the latest amendment to the deed (if any amendments are made);
 - f. proposed term; and
 - g. proposed lease amount.
- (3) Service tariffs for Port rack/area lease for pipelines are as listed in Appendix XI to this Regulation.

Division Five
Advertising Space/Promotional Activities

Article 170

- (1) Parties interested in leasing advertising and promotional space in the Batam Port area are required to submit an application for advertising and promotional space to the head of the organizational unit in charge of port affairs, either as a new application or an extension.
- (2) An application for leasing advertising and promotional space as referred to in paragraph (1) must be submitted to the head of the organizational unit in charge of port affairs in writing, attaching the following documents:
 - a. application letter;
 - b. scanned copy of an identity card, such as a resident identity card (KTP), Limited Work Stay Permit (KITAS), or driver's license (SIM) for prospective private lessees or individuals;
 - c. considerations underlying the lease application and the intended use of the leased object;
 - d. detailed data on the leased object required;
 - e. scanned copy of the company's deed of establishment and the latest amendment to the deed (if any changes have been made to the deed);
 - f. proposed term; and
 - g. proposed lease amount.

Article 171

- (1) The location for leasing advertising space/promotional activities as referred to in Article 170 at the Port shall be determined by the head of the organizational unit in charge of port affairs.
- (2) The lease agreement for advertising and promotional space as referred to in paragraph (1) shall at least contain:
 - a. rights and obligations;
 - b. location;
 - c. time period;
 - d. amount;
 - e. payment procedures; and
 - f. provisions on witnesses.
- (3) Payment for the lease of advertising and promotional space as referred to in paragraph (1) shall be made in full.
- (4) Payment for lease as referred to in paragraph (3) shall be made no later than 1 (one) day before the signing date of the agreement and shall be deposited into the designated account as per the invoice.
- (5) The term of the agreement as referred to in paragraph (2) letter c shall be 1 (one) year and may be extended by written request from the lessee no later than 1 (one) week before the end of the lease period.
- (6) The lessee and the Batam Authority are required to conduct a joint examination of the lease object no later than 7 (seven) days before the end of the agreement.
- (7) The results of the examination as referred to in paragraph (6) shall be recorded in a report signed by the lessee and the official conducting the

examination.

- (8) Except for the provisions as referred to in paragraph (1), daily lease with a maximum period of 7 (seven) days and hourly lease shall be conducted by issuing a receipt/invoice or other equivalent proof of receipt.

Article 172

Advertising and promotional space lease tariffs as referred to in Article 170 to Article 171 are as set out in Appendix XI to this Regulation.

Division Six Port Entry Pass Services

Article 173

Port Entry Pass Services shall include:

- a. person passes;
- b. vehicle and equipment passes; and
- c. parking/waiting areas for motor vehicles.

Article 174

Port Pass Services for persons, vehicles, and equipment as referred to in Article 173 are listed in Appendix XI to this Regulation.

Division Seven Land, Space, and Building Lease Services

Subdivision 1 Land, Space, and Building Lease Applications and Agreements

Article 175

Business entities or individuals interested in leasing land, space, or buildings at the Port are required to submit an application for the use of the land, space, or building to the head of the organizational unit in charge of port affairs, and/or to obtain approval and/or sign a lease agreement for the land, space, and building within the working area of the Batam Authority, either as a new application or an extension.

Article 176

- (1) Prospective lessees must submit an application for the use of land, space, or buildings as referred to in Article 175, accompanied by at least:
 - a. a scan or copy of the original identification (population identification number and/or taxpayer identification number);
 - b. a scan or copy of the business identification number, if any;
 - c. a scan or copy of the deed of establishment and any amendments for legal entities, if any;
 - d. lease period;
 - e. information on the assets requested as leased objects;
 - f. other information deemed necessary by the prospective lessee; and

- g. other supporting documents or information.
- (2) The lease provisions as referred to in paragraph (1) shall be further regulated in an agreement that shall at least contain:
 - a. rights and obligations;
 - b. lease period;
 - c. lease amount;
 - d. payment procedures; and
 - e. sanction provisions.
- (3) Lease payments shall be made in one lump sum before signing the agreement and deposited into the designated account as per the invoice.
- (4) The agreement period as referred to in paragraph (3) may be extended by written request from the lessee no later than 1 (one) week before the end of the agreement.
- (5) To facilitate business, protect, and empower micro-, small-, and medium-scale enterprises (UMKM), lease payments may be made in installments by attaching the business classification.

Subdivision 2
Payment of Lease Invoices

Article 177

- (1) Payment of lease invoices must be made no later than 7 (seven) business days from the date the invoice is issued to the designated partner bank, prior to signing the agreement.
- (2) In the event that the service user fails to pay the invoice for other port-related services as referred to in paragraph (1), the agreement shall be suspended.
- (3) The suspension of the agreement as referred to in paragraph (2) shall be for a maximum of 14 (fourteen) business days, and if payment is not made, the agreement shall be cancelled.

Article 178

- (1) Delay in payment of lease renewal invoices shall be subject to a fine of 2% (two percent) per month of the outstanding portion for a maximum of 3 (three) months, with the remaining months being calculated as 1 (one) full month.
- (2) In the event of delay in payment of an overdue invoice, written warnings shall be issued 3 (three) times in stages.
- (3) The written warnings as referred to in paragraph (2) are as follows:
 - a. the notification and the 1st (first) warning letter shall be delivered to the lessee eight (8) days after the due date;
 - b. the 2nd (second) warning letter shall be given if payment is not made after the 1st (first) warning letter is delivered (eight days after the first warning

- letter); and
- c. the 3rd (third) warning letter shall be given if payment is not made after the 2nd (second) warning letter, with a grace period of seven (7) days.
- (4) Lessees who fail to comply with the third warning letter obligation as referred to in paragraph (3) number 3 shall be subject to sanctions in the form of vacating the leased object and must submit it to the Batam Authority through the organizational unit in charge of port affairs.
- (5) In carrying out the vacating of the leased object as referred to in paragraph (4), the organizational unit in charge of port affairs may involve the organizational unit in charge of security.
- (6) The lessee and the Batam Authority shall conduct a joint examination of the leased object no later than 14 (fourteen) days before the end of the agreement period.
- (7) The results of the examination as referred to in paragraph (6) shall be recorded in minutes signed by the lessee and the official conducting the examination.
- (8) The handover of the leased object shall be recorded in handover minutes and signed after the repair obligations as referred to in paragraph (7) have been fulfilled.

Subdivision 3 Land Lease

Article 179

- (1) Land lease within the organizational unit in charge of port affairs shall be subject to land lease service tariffs, determined based on the use of specific parts of the Port's land development area.
- (2) The land lease service tariffs as referred to in paragraph (1) shall take the basic land price into account, including:
- a. within the customs area (line 1), determined based on the applicable tax object sale value (NJOP);
 - b. outside the customs area (line 2), determined based on the applicable tax object sale value (NJOP).
- (3) The land lease tariffs as referred to in paragraph (2) shall be calculated per m² (square meter) per year.

Article 180

- (1) The land lease tariffs as referred to in Article 179 paragraph (2) are as listed in Appendix XI to this Regulation.
- (2) The lease tariffs shall be reviewed based on the tax object sale value (NJOP) every year during the period of the land lease agreement.

Paragraph 4
Space and Building Lease

Article 181

- (1) Prospective lessees shall submit an application for the lease of space or building as referred to in Article 175, accompanied by at least the following:
 - a. a scan or copy of their original identity document (population identification number and/or taxpayer identification number);
 - b. a scan or copy of their business identification number, if any;
 - c. a scan or copy of the deed of establishment and any amendments thereto for legal entities, if any;
 - d. the lease period;
 - e. information on the assets requested as leased objects;
 - f. other information deemed necessary by the prospective lessee; and
 - g. other supporting documents or information.
- (2) During the lease period, the leased object may be modified provided that:
 - a. the basic construction of the building being leased is not altered;
 - b. the change is regulated in the agreement; and
 - c. at the end of the lease, the leased object shall be returned in good condition and fit for purpose.

Article 182

Provisions on the space lease as referred to in Article 181 shall apply mutatis mutandis to provisions on the lease invoice payments as referred to in Article 177.

Article 183

The tariffs for space and building lease services as referred to in Article 181 to Article 182 are as set out in Appendix XI to this Regulation.

Division Eight
Facilities and Infrastructure

Article 184

Facilities and infrastructure shall include:

- a. clean water services;
- b. electricity services;
- c. Ship cleaning and waste services; and
- d. other operational matters.

Subdivision 1
Clean Water Services

Article 185

- (1) The procedures for requesting clean water services from private parties to Ships taking water at Batam Port are as follows:
 - a. shipping agency business entities shall submit a request to the

organizational unit in charge of port affairs regarding the need for clean water for their ships anchored or conducting activities in the Batam Port area.

- b. requests for clean water services at the dock must be fulfilled with a minimum request of 5 m³ (five cubic meters); and
- c. cancellation of a request for clean water services without prior notification shall be subject to a charge of 25% (twenty-five percent) of the total request, except for water services provided by supply Ships, which will be subject to a charge of 100% (one hundred percent) of the total request.

- (2) The procedures for providing clean water services by private parties to Ships taking water at the Batam Port are as follows:
 - a. private companies must first obtain a permit from the organizational unit in charge of port affairs before delivering/filling water to Ships;
 - b. private companies with their own clean water sources must provide supporting documents issued by the Port health office to deliver/fill clean water to Ships, certifying that the water quality is clean; and
 - c. private companies providing water services must be registered and cooperate with the Batam Authority, with profit sharing stipulated in a cooperation agreement.
- (3) The organizational unit in charge of port affairs shall not provide clean water filling services at the Port for shipping companies/agents or private companies that do not meet the requirements as referred to in paragraph (1) and paragraph (2).

Article 186

Clean water services for businesses at the Port shall be charged in Rupiah.

Subdivision 2 Electricity Services

Article 187

Electricity services for Port businesses shall be charged in Rupiah.

Subdivision 3 Ship Cleaning and Waste Services

Article 188

Ship cleaning and waste management in the Public Terminal area may be carried out by a third party through a collaborative mechanism outlined in the agreement.

Article 189

Operating fees for other services shall be based on the actual costs incurred.

Subdivision 4 Related Service Tariffs

Article 190

Tariffs for facilities and infrastructure as referred to in Article 184 to Article 189 are as set out in Appendix XI to this Regulation.

CHAPTER VI
SYSTEM SERVICES AND ACCESS RIGHTS

Article 191

- (1) Port services shall be processed electronically through the PJK System.
- (2) System management as referred to in paragraph (1) shall be carried out by the organizational unit in charge of information technology.
- (3) Access rights shall be granted to access rights managers, namely service officers of the organizational unit in charge of port affairs.
- (4) In the event of a system disruption, the organizational unit in charge of port affairs shall announce the disruption to service users, and port services shall be implemented in accordance with applicable standard operating procedures.

CHAPTER VII
COLLECTION AND DEPOSIT

Article 192

- (1) After receiving detailed activity plans from officers of the organizational unit in charge of port affairs and cost estimates calculated by the PJK System, service users are required to deposit 100% (one hundred percent) of the estimated costs.
- (2) The deposit as referred to in paragraph (1) shall be deposited at a bank designated by the organizational unit in charge of port affairs using an account in the service user's name.
- (3) Port activities may not be carried out before the organizational unit in charge of port affairs receives confirmation from the bank regarding the availability of the deposit as referred to in paragraph (2).
- (4) The deposit as referred to in paragraph (3) shall be blocked by the bank until a payment order is issued by the organizational unit in charge of port affairs.

CHAPTER VIII
FINES

Article 193

- (1) Any person and/or legal entity that operates a Ship or conducts activities at the Port that result in environmental pollution as referred to in Article 15 in the form of an oil spill in the Port area shall be subject to a fine.
- (2) In addition to the fine as referred to in paragraph (1), any person and/or legal entity is required to undertake environmental mitigation and restoration at their own expense.
- (3) In the event that the environmental mitigation and restoration obligations as referred to in paragraph (2) are not fulfilled, the organizational unit in charge of port affairs may undertake environmental mitigation and restoration, with all costs incurred being borne by the party causing the environmental pollution.

Article 194

In the event that a shipping company/agent fails to report ship activities and/or fails to complete the administration of port service invoices as referred to in Article 54 paragraph (2), a fine shall be imposed.

Article 195

A Ship that moors without submitting a request, without approval, or experiences a delay in implementing the change of position/shift Movement as referred to in Article 61 paragraph (1) shall be subject to a fine.

Article 196

- (1) Shipping companies/agents that fail to submit a request for an extension of Mooring time within the specified time limit as referred to in Article 65 paragraph (1) shall be subject to a fine.
- (2) Delay in submission of a change in the Mooring time without written notification as referred to in Article 66 paragraph (1) shall be subject to a fine.
- (3) Delay in submission of a change in the Mooring position without written notification as referred to in Article 74 paragraph (2) shall be subject to a fine.
- (4) Delay in submission of the request for cancellation of Mooring due to changes in the Mooring plan of more than 6 (six) hours as referred to in Article 75 paragraph (2) shall be subject to a fine.

Article 197

A pilotage-mandated Ship that enters or exits and/or conducts its own Movements in pilotage-mandated waters without permission from the authorized official shall be subject to a Pilotage service fine.

Article 198

- (1) Delay in submission of the request for pilotage for more than 2 (two) hours as referred to in Article 79 paragraph (1) shall be subject to a fine.
- (2) Delay in cancellation or change of the Pilotage time for more than 2 (two)

hours as referred to in Article 79 paragraph (2) shall be subject to a fine.

Article 199

- (1) Delays in Movement as referred to in Article 79 paragraph (4) for more than 30 (thirty) minutes to 1 (one) hour shall be subject to a fine.
- (2) Delays in Movement as referred to in Article 79 paragraph (4) for a period of more than 1 (one) hour shall be subject to a fine.

Article 200

Ships that must be towed that enter or exit and/or perform individual Movements in towing waters without permission from the authorized official as referred to in Article 90 shall be subject to a Towing service fine.

Article 201

Violations of the provisions on the stacking of Goods at the dock as referred to in Article 128 shall be subject to a fine.

Article 202

Violations of the provisions on the implementation of activities as referred to in Article 130 shall be subject to a fine.

Article 203

Violations of the footwear provisions as referred to in Article 131 shall be subject to a fine.

Article 204

Violations on the stacking of containers as referred to in Article 132 shall be subject to a fine.

Article 205

Violations of the performance standards as referred to in Article 133 paragraph (2) shall be subject to sanctions in the form of additional fines for loading/unloading services.

Article 206

Violations of the provisions on the chassis placement as referred to in Article 136 shall be subject to removal costs and fines.

Article 207

PBM carrying out loading/unloading or transport of Goods without an application as referred to in Article 126 paragraph (2) and proof of funds held shall be subject to fines.

Article 208

PBM carrying out landing activities using a barge ramp door at a dock without a permit shall be subject to fines.

Article 209

The fines as referred to in Article 193 to Article 208 are listed in Appendix XII to this Regulation.

CHAPTER IX
REPORTING

Article 210

The head of the organizational unit in charge of port affairs is required to report all receipts/income for each type of service to the Head through the relevant deputy/member no later than the 5th (fifth) day of the following month.

CHAPTER X
TRANSITIONAL PROVISIONS

Article 211

Upon the effective enforcement of this Regulation, all contract/agreements/invoices issued before this Regulation comes into force shall be executed and processed using the provisions in effect prior to this Regulation.

CHAPTER XI
CLOSING PROVISIONS

Article 212

Upon the effective enforcement of this Regulation:

1. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 27 of 2021 on Management of Service Tariffs and Financial Administration Procedures for Port Business Entities of the Batam Free Trade Zone and Free Port Authority;
2. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 34 of 2021 on the Amendment to Regulation of the Head Number of 27 of 2021 on Management of Service Tariffs and Financial Administration Procedures for Port Business Entities of the Batam Free Trade Zone and Free Port Authority;
3. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 4 of 2023 on the Second Amendment to Regulation of the Head Number of 27 of 2021 on Management of Service Tariffs and Financial Administration Procedures for Port Business Entities of the Batam Free Trade Zone and Free Port Authority;

4. Regulation of the Head of the Batam Free Trade Zone and Free Port Authority Number 15 of 2024 on the Third Amendment to Regulation of the Head Number 27 of 2021 on Management of Service Tariffs and Financial Administration Procedures for Port Business Entities of the Batam Free Trade Zone and Free Port Authority;
 5. Decree of the Head of the Batam Free Trade Zone and Free Port Authority Number 66 of 2020 on the Delegation of Authority for Approval and Signing of State-Owned Asset Utilization Agreements within Port Business Entities,
- are repealed and declared invalid.

Article 213

This Regulation comes into force 7 (seven) days from the date of its establishment.

Establishment in Batam
On 19 May 2026

THE HEAD OF THE BATAM FREE TRADE
ZONE AND FREE PORT AUTHORITY,

Signed.

AMSAKAR ACHMAD

a copy in accordance with the original
Head of Legal Bureau,

Signed.

Alex Sumarna

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