

經濟部暨所屬機關因公出國人員報告書  
(出國類別：其它)

## 2008 中印 BADA-K-III&VI LNG 合約船岸及技術會議 報告書

出國人：服務機關：台灣中油公司  
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職務：產品管理師

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職務：產品管理師

姓名：施明欽

職務：企劃控制師

姓名：李秋連

出國地點：印尼

出國期間：97年08月05日至08月09日

報告日期：97年09月10日

## 行政院及所屬各機關出國報告提要

出國報告名稱：2008 中印 BADAk-III&VI 合約船岸及技術會議報告書

頁數 14 含附件：是否

出國計畫主辦機關/聯絡人/電話

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分類號/目：E0 / 綜合（經濟類）

關鍵詞：LNG，BADAk-III，BADAk-VI，船岸會議

## 摘要

中油公司自 1990 年起，從國外進口液化天然氣 (LNG) 供應國內市場所需，已與印尼、馬來西亞及卡達簽有長期購氣合約。現階段與印尼維持執行之合約有 BADA-K-III 及 BADA-K-VI 合約，年合約量高達 340 餘萬噸。為使 LNG 交易過程順利，中印買賣雙方及船方之間始終維持密切聯繫，並定期召開會議針對 LNG 交易過程船岸間配合作業及技術方面等相關問題研議解決，以確保 LNG 合約買賣交易順利。

97 年 8 月 5 日至 9 日，永安廠盧副廠長等四人代表本公司奉派至印尼參加中印 BADA-K-III 及 BADA-K-VI LNG 合約船岸及技術會議，會議主要詳細討論船方及岸方間之配合問題，裝卸碼頭操作設施、港口保全、支援協助需求及操作技術方面等，並討論雙方目前主要計畫性工作與未來規劃工作協調議題。經由此次會議探討問題發生原因及尋求因應對策取得共識，增進雙方良好互動情誼，提升互信基礎並相互學習對方長處，同時透過面對面的溝通認識，有利於日後業務之溝通、協調與執行，建立互信、互利之合作關係。

## 目次

|              |       |
|--------------|-------|
| 壹、目的-----    | P. 5  |
| 貳、出國行程-----  | P. 5  |
| 參、報告內容       |       |
| 一、出席人員-----  | P. 6  |
| 二、會議議題-----  | P. 7  |
| 三、會議結論-----  | P. 8  |
| 肆、心得與建議----- | P. 13 |

## 壹、目的：

本公司從印尼進口 LNG，由印方船隊運貨，印方每年定期與買方舉辦船運相關事宜及技術研討會，進行溝通檢討配合及經驗交流分享等。以增進 LNG 買賣合約交易執行順暢，船岸卸收操作等事務能更順利進行為目的。

## 貳、出國行程

8 月 5 日 啟程(高雄－>台北－>印尼峇里島)

8 月 6~8 日 參加會議，會議地點：INTERCONTINENTAL BALI  
RESORT

8 月 9 日 返程(印尼峇里島－>台北－>高雄)

## 參、報告內容

### 一、出席人員( Participants)

| <b>Name.</b>          | <b>Position</b>                 | <b>Company.</b>            |
|-----------------------|---------------------------------|----------------------------|
| Mr. Tzong-Yi Lu       | Deputy General Manager          | Yung An Terminal / CPC     |
| Mr. Chen-Hsiang Li    | Manager of Harbor Department    | Yung An Terminal / CPC     |
| Ms. Chiu-Lien Lee     | Planning Engineer of Tech.Dept. | Yung An Terminal / CPC     |
| Mr. Ming-Chin Shih    | Senior Engineer of Vapor. Dept  | Yung An Terminal/ CPC      |
| Mr. Abdul Kamid       | Operation Manager               | Pertamina LNG Transp.-JMG  |
| Mr. Tedjo Suwarso     | Operation Ast. Manager          | Pertamina LNG Transp. -JMG |
| Mr. Efrizal           | Technical Manager               | Pertamina LNG Transp. -JMG |
| Mr. Patrick Five      | Dept.General Manager            | Total E&P Indonesia -JMG   |
| Mr. Poppy A. Nafis    | Contract Manager                | VICO-JMG                   |
| Mr. Marzuki Daham     | Contract Manager                | Chevron/ JMG               |
| Mr. Takeshi Kakudo    | Technical GM                    | Humolco                    |
| Mr. Achmadi           | Marine Manager                  | Humolco                    |
| Mr. Sutiyarso         | Commercial Manager              | Humolco                    |
| Mr. Conny Stahre      | GM and Owners Rep.S'pore        | Golar Thome                |
| Mr. Stephen Alnscough | Owners Rep.S'pore               | Golar Thome                |
| Mr. Trygve Norman     | Owners Agent Indonesia          | Bandar Harapan Prima       |
| Mr. Abdul Halim       | Marine Section Head             | PT Badak NGL               |
| Mr. Agus Hermanto     | Instrument                      | PT Badak NGL               |
| Mr. Sayid Ahmad       | Operation                       | PT Badak NGL               |
| Mr. Novendri HP       | Production Planning             | PT Badak NGL               |
| Mr. Sugiarno          | Laboratory                      | PT Badak NGL               |
| Capt.S.C Yang         | President                       | Safe Shipping Agency       |

## 二、 會議議題 ( Discussion Agenda )

### 1. Yung An Terminal / CPC

- **Tai-Power coal unloading pier operation area and dredging timing**
- **Dredging timing of Yung An Port**
- **Taiwanese chart No. 0339A**
- **Regular POB inbound and outbound timing and special cases**
- **Berth allocation for LNG ships**
- **LNG ships fueling periodic plan**
- **Timing of fueling operation during berthing at Yung An Port**

### 2. PERTAMINA

- **Consecutive berthing at Yung An discharging terminal due to bad weather.**
- **Pertamina asked for an update on the Marine Monitoring system status.**

### 3. PT BADAK

- **Ship shore ESD system**
- **Dock-3 sampling skid relocation**
- **Safety Regulation at Bontang terminal.**

### 4. GOLAR MANAGEMENT ( GOLAR MAZO )

- **Ship masters reported that recently only one mooring boat was available in Yung An instead of two.**
- **Security at Bontang Terminal**
- **Propeller cleaning during stay at Yung An Port**

### 5. HUMOLCO ( EKAPUTRA )

- **Security checks at Yung An Terminal.**
- **Ship-Shore Communication**

### 三、會議紀錄摘要：

#### **Opening Remarks :**

Meeting was opened by Mr. Abdul Khamid, Operation Manager of Pertamina-LNG Transport JMG. He thanked Yung-An LNG Terminal CPC team led by Mr. T. Y. Lu, Deputy General Manager, for attending this meeting and wished the meeting will be successful and items of agenda be solved smoothly. Afterwards, Mr. T. Y Lu appreciated Mr. Khamid's warm welcome and hoped that mutual understanding will be achieved through this meeting and the operations will be greatly improved in the future.

#### **1. Yung An Terminal / CPC**

- **Tai Power coal unloading pier operation area and dredging timing**

Mr. C. H. Li, Harbour Management Manager, stated that Tai-Power coal pier will be operated the end of year 2008 after dredging of the approach channel. The operation range of Coal pier is slightly overlapped with Yung An port limit. However, Coal ships will not be allowed to impede the safe passage of LNG carriers, i.e. LNG carriers have the priority to enter and leave Yung An Terminal without the disturb of coal ships which will be allowed to enter Yung An fairway after LNG carriers are cleared of the channel.

- **Dredging timing of Yung An Port**

Yung An Terminal also has the plan to dredge navigating channel with depth 15 meters below the water. Dredging period is about 3 months, starting from end of this year.

- **Taiwanese chart No. 0339A**

Taiwanese chart No. 0339A will be revised soonest after dredging is



completed.

- **Regular POB inbound and outbound timing and special cases**

The regular POB inbound at 0800 am and outbound at 0700 am from 16 November to 15 March. From March 16 to November 15 POB inbound 0730 am outbound 0630 am.

In special case, for afternoon berthing the deadline for POB inbound is 2 hours before sunset.

- **Berth allocation for LNG ships**

LNG ships will go to berth A or New berth C subject to Terminal's choice. Yung An Terminal appreciates ships to give at least 4 days notice to Terminal if ship has to take bunker or carry out loading stores in order to allocate the vessel to berth A which is the only one with bunkering and stores loading facilities.

- **LNG ships fueling periodic plan**

Terminal appreciates ship to give bunkering schedule plan one month in advance as more ships are coming to take bunker. Ship managers and Pertamina agree to cooperate.

- **Timing of fueling operation during berthing at Yung An Port**

Currently bunkering operation is carried out concurrently with cargo discharging operation.

Humolco asked to start bunkering after full rate discharging, CPC agreed to cooperate.

Golar is not comfortable with simultaneous bunkering and discharging operations. All parties have agreed to attend the next bunkering operation to assess the situation.

## **2. PERTAMINA**

- **Consecutive berthing at Yung An discharging terminal due to bad weather.**

Provided it is consistent with safety operation aspects, Pertamina requested all parties to avoid consecutive berthing to avoid extra port charges as far as practicable.

- **Pertamina asked for an update on the Marine Monitoring system status.**

PT Badak informed that the system does not work on dock#3. On dock #1 and dock#2, the system requires a lot of maintenance to be maintained operational, in particular the speed of approach device.

## **3. PT BADA**

- **Ship Shore ESD System**

Faulty ESD Pneumatic system on 2<sup>nd</sup> dock has been repaired recently and it is now confirmed to be operational.

PT Badak explained to all present how the existing ESD system functioned. Apparently the current system is solely a pneumatic system (Berth 1,2 and 3) and there is no redundancy except on berth number 3 where there is also a fiber optic system that is not currently operational.

- **Dock-3 sampling skid relocation**

The sampling unit of Dock no. 3 has been relocated closer to the berth in order to improve its reliability.

- **Safety Regulation at Bontang terminal.**

Bontang terminal requires the support of Ship crews to strictly follow

the terminal safety regulation and wear proper PPE (Personnel Protective Equipment) provided by PT Badak when passing through restricted areas.

#### **4. GOLAR MANAGEMENT**

- **Ship masters reported that recently only one mooring boat was available in Yung An instead of two.**

Yung An Terminal advised that one boat is under maintenance. Mr. C. H. Li thanked the other parties for accepting the delay of berthing resulting from using only one mooring boat for mooring latest until mid August. Yung An Terminal also informed that both mooring boats are planned to be renewed in the future, tentatively in 2011.

- **Security at Bontang Terminal**

Shipside highlighted that they have to go through three security check points when taking shore leave to/from ship.

Mr. Abdul Halim indicated that it is in compliance with existing Terminal security policy but will report to the management for considering to reduce the frequency.

- **Propeller cleaning during stay at Yung An Port**

Golar asked to CPC to allow the carry out of propeller cleaning during stay at Yung An Port. Terminal took note and will discuss this issue after receiving information prepared by Golar through the Agent.

Golar also requested both terminals to draw the attention of tugs masters to take care whilst manoeuvring tugs to avoid damage to ship's side. In this respect, Golar will provide an internal safety memo to Pertamina for circulation.

#### **5) HUMOLCO**

- **Security checks at Yung An Terminal.**

Yung An Terminal agrees to notify shipside security guard for second security check when crew member coming back through main gate first security check.

- **Ship-Shore Communication**

Humolco would like to improve the ship shore communication channel with Pertamina outside office hours.

## 肆、心得與建議

本次出國參加國際性會議，過程中獲益良多，茲將心得分享如下：

- 一、 由於國情文化之不同，各國的處世風格及溝通方式自然有所差異，尤其當發生對事情的看法分歧或作法不一時，雙方透過面對面的溝通，坦誠且具體陳述，充分表達己方立場，有助於化解誤會，建立彼此之互信互諒基礎，促進雙方合作關係。
- 二、 透過每年之會議機會，買賣雙方輪流主辦，誠實地檢討一年來面臨合約執行面所遭遇之問題，尋求共識及改善對策，使雙方合約執行順暢，也強化了日後繼續合作的意願。
- 三、 會議過程雖然順暢，對於議題也已達成共識，然對於會議紀錄之製作，雙方仍花許多功夫及時間逐句推敲琢磨，將共識與決議訴諸於雙方認同之文句。深刻感受到，培養聽說讀寫全方位的外語能力真的很重要。
- 四、 很高興參與了本年度船岸及技術會議，得以有面對面認識彼此的機會，平時業務聯繫僅能透過書面、E-mail 或電話聯繫，初見面的當口，遞上名片彼此介紹時，總算把名字與人連結在一起，陌生在瞬間化為烏有，取而代之的是親切的擁抱與有朋自遠方來的喜悅。中國人老祖宗所言的「見面三分情」真有道理。
- 五、 世界 LNG 輸出國家有限，值此 LNG 屬賣方市場之際，本公司為求 LNG 永續經營，實應廣泛參與各種可能與 LNG 輸出入國家有關之會議與互動機會，建立各種資訊與人際網絡，以利在急需採購或調度 LNG 時，可透過人際網絡，掌握準確商場信息，並

進一步完成公司使命。

- 六、 本次會議由印方 PERTAMINA 主辦，事前充分之規劃與準備，是本次會議成功賓主盡歡之主要因素。原來印方對於類似的國際會議之舉辦，係委託專屬之公關公司，統籌安排及打點，會議期間始終有專人全程照應居中聯繫及安排所有大小事，確保一切狀況都在掌握中。