



Singapore's Just In Time Planning and Coordination Platform

The Maritime and Port Authority of Singapore is implementing a scheme titled “Just-in-Time” for vessels arriving at its terminals and berths in Singapore.

Published 26 January 2024

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.

Our correspondent Spica reports that the purpose of this scheme is three-fold. Firstly to match vessels with available berths upon arrival in Singapore. Secondly to expedite any linked services such as bunkering, husbandry, etc. and third is to save time at the anchorages, thereby reducing CO 2 emissions and saving costs. The JIT Platform had already been fully implemented since 1 October 2023 for vessels berthing at PSA Terminal and Jurong Port for cargo operations. Some of the points to be noted, as per Singapore Shipping Association's (SSA) circular [SSA/106/23/EML](#) are:

- The Maritime and Port Authority of Singapore (MPA) will provide a 72-hour notification to vessels bound for Singapore regarding their berth allocation and vessels are expected to adjust their arrival time accordingly.
- JIT operates as a live notification system and any changes to the berthing time will be communicated through the JIT platform.
- In case of delays not attributable to the vessel, MPA will provide anchorage space.
- Vessels that are calling Singapore solely for husbandry services and have stayed beyond 36 hours without a valid reason, may be directed by MPA to leave the port.

Reference can be made to MPA's [Port Marine Circular No. 10 of 2023](#) for further information.

[INTERTANKO](#) also reports that for a tanker with multiple calls at various terminals in Singapore, the JIT will apply to the tanker's first berthing in Singapore. If there are delays for subsequent berths, the tanker may be allowed to anchor at Singapore's anchorages subject to the tanker's confirmed/planned schedule. Intertanko has also prepared a useful FAQ document on JIT. Members of Intertanko can access it [here](#) .

Some of the things which Members and their crew should bear in mind are:

- If vessels intend to drop anchor in areas which the industry commonly refer to as 'OPL', then permission from the relevant port states should be taken otherwise the vessel and the crew are at a risk of being arrested and/pre detained by the authorities of the relevant states. Reference can be made to our alerts on this topic
 - Off East-Johor, Malaysia
 - Desaru Port Limit
 - Pasir Gudang Port Limit
 - Charisma Marine Supplies Sdn. Bhd
 - Sinar Eja Engineering and Supply Sdn. Bhd
 - Nikkomas Sdn. Bhd.
 - AWH International Logistics Sdn. Bhd
- Off Malacca, Malaysia
- Sungai Udang Port Limit
- Within Riau Islands, Indonesia
- Tg Balai Karimun Anchorage Area (PM17/2013) – Managed by PT Pelindo I (PERSERO)

- Nipa Island Anchorage Area (KM222/2019 and KM223/2019) – PT Asinusa Putra Sekawan and PT Pelindo I (PERSERO)
- Galang Island Anchorage Area (KM148/2020) – Managed by PT Bias Delta Pratama
- Kabil Anchorage Area (KM216/2000) – In concession process / cooperation of PT Pelabuhan Kepri (BUMD)
- Tanjung Berakit Anchorage Area (KM30/2021) – In concession process / cooperation of Pt. Pelabuhan Kepri (BUMD)
- Batu Ampar Terminal and Sekupang Terminal in Batam Port (KP775/2018) – Managed by Port Authority

In addition, owners and charterers may wish to make clear whose responsibility and cost it will be to appoint agents and seek permission from the relevant port states for the vessels to anchor at the approved anchorages in Malaysia, and in Indonesia if the vessel arrives earlier than scheduled.

- Vessels should also be aware of the navigational risks in the busy waterways of Malacca and Singapore straits. There have been collision incidents in the past where the vessels have obstructed the traffic flow by either anchoring off the Traffic Separation Scheme (TSS) and Precautionary Areas, or drifting in the TSS to adjust the time of arrival.
- Vessels should also be aware of the risk of security incidents in the Singapore and Malacca Straits and take appropriate precautions. Reference can be made to [ReCAAP's](#) website for further information.

Members may also refer to the [Just In Time Arrival Guide](#) previously released by IMO and the BIMCO Just in Time Arrival Clause for Voyage Charter Parties 2021.