



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.

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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.