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Singapore 'Just In Time' Scheme Expands

The Singapore MPA's Just in Time Planning and Coordination Platform (JIT Platform) extends to include tankers.

In October 2023, the Maritime and Port Authority of Singapore (MPA) fully implemented the JIT Platform for vessels berthing at PSA Terminal and Jurong Port for cargo operations.

From January 2024 onwards, the JIT Platform will be progressively implemented to tankers berthing at the energy terminals and to all vessels calling at the anchorages.

The purpose is to match vessels with available berths upon arrival in Singapore and also expedite any linked services such as bunkering, husbandry, etc. The aim is to save time at the anchorages surrounding the island of Singapore, thus reducing CO₂ emissions and save on costs.

Correspondents' advice

Club correspondent SPICA report that:

- Vessels will receive a time slot approval 72 hours in advance which they are to meet.
- If berthing is delayed, there will be an anchorage in Singapore available for the vessel while waiting.
- Should the vessel arrive early, the MPA requests vessels to seek alternative anchorages in the region (e.g., Indonesia and Malaysia), noting that there is currently no such anchorage area designated as 'Singapore OPL'. Discussions with these countries on how to implement this are ongoing.
- Previous cautions for anchoring without permission outside of Singapore remains in place.
- Without a valid reason to call Singapore, vessels will likely not be granted permission to anchor. Vessels already in Singapore will require a valid reason once 36 hours idle time is exceeded.

SSA advice

The Singapore Shipping Association (SSA) has provided the following additional advice:

- Any subsequent changes to the Estimated Time of Berthing (ETB) will be communicated through the JIT system, which operates as a live notification system.
- In case of delays to the ETB that are not attributable to the vessel, MPA is prepared to provide anchorage space in the port if the delay is communicated within 12 hours for vessels coming from the west and six hours for vessels coming from the east before the ETB.
- Ships calling Singapore for husbandry services are allowed to enter, provided activities are planned

during their stay.

- Vessels staying beyond 36 hours without a valid reason (i.e., no scheduled activities) may be directed to leave port by MPA.

INTERTANKO advice

INTERTANKO has issued guidance to its members, which includes the following which supplements the above guidance:

- JIT for tankers is only applicable to a tanker's first berthing in Singapore.
- Subsequent movements within the port by the tankers will be subjected to MPA's requirements/ policies.
- They have also provided a list of recommended anchorages for tankers, which can also be used by all types of vessels, subject to the service providers' approval.

Indonesia (within Riau Islands):

1. Tg Balai Karimun Anchorage Area (PM17/2013) – Managed by PT Pelindo I (PERSERO)
2. Nipa Island Anchorage Area (KM222/2019 and KM223/2019) – PT Asinusa Putra Sekawan and PT Pelindo I (PERSERO)
3. Galang Island Anchorage Area (KM148/2020) – Managed by PT Bias Delta Pratama
4. Kabil Anchorage Area (KM216/2000) – In concession process / cooperation of PT Pelabuhan Kepri (BUMD)
5. Tanjung Berakit Anchorage Area (KM30/2021) – In concession process / cooperation of Pt. Pelabuhan Kepri (BUMD)
6. Batu Ampar Terminal and Sekupang Terminal in Batam Port (KP775/2018) – Managed by Port Authority

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
- Sungai Udang Port Limit (awaiting confirmation on whether non-tankers can use this area)

Find out more

More information on JIT Platform can be found on the MPA Port Marine Circular here: [English >](#)

Source of Information: The NorthStandard P&I Club