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To: Port Users

Dear Sir/Madam,

NEXT GENERATION LIGHTER TERMINALS (NGLT) – LT CONNECT

1. The purpose of this circular is to update on the development of LT Connect as part of Next Generation Lighter Terminals (NGLT) initiatives. LT Connect aims to provide visibility by connecting all stakeholders in the supply chain via one singular platform. It is a customized system built for lighter terminals to improve operational productivity through the adoption of digital technology to match truck and lighter boat arrivals. This will facilitate Just-In-Time (JIT) operations.

2. The plan includes multiple project modules covering the lighterage supply chain, from pre-planning to loading at terminal. This includes planning, arrival, gate and berth modules as illustrated in **Appendix A**. The various stakeholders will be involved in the implementation of LT Connect as illustrated in **Appendix B**.

3. The integrated and centralized LT Connect platform will yield substantial benefits to all port users (Job Owner, Careoff, Lighter Operators, Truck Drivers) such as:

   i. Single source of data from all stakeholders creating transparency and visibility. This will improve data accuracy and minimize documentation errors

   ii. Matching of trucks and lighter accurately reduces idle time and optimize logistics supply chain

   iii. Centralized platform integrating various module improves operational productivity in gate and wharf management

   iv. Live updates to terminal situation awareness with real time data and information for effective communication to manage operations

4. The Next Generation Lighter Terminals (NGLT) project has been communicated in various industry engagement sessions since Oct 2017. It is now approaching the stage of usability testing and trials. We will be conducting training and briefing session to about **20 selected companies in Jan 2020**. The program will be soft launched with these users in Feb 2020, and to the rest of the industry players in May 2020.

5. JPPL will be reaching out to selected companies for the soft launch in the coming weeks. If your company is interested to participate in the soft launch, feel free to reach out to the Projects and Technology team for more details[*]. Please understand that we can only accommodate to a limited number of companies in this soft launch trials.

6. The timeline of LT Connect is as follows:

When	Event
Jun'19	Lighter Operator engagement **(Completed)**
Sep'19	Ship Supplier engagement **(Completed)**
Oct – Dec'19	Identification and engagement of soft launch users
Jan'20	Training to selected companies
Feb – Mar'20	Soft launch to selected companies
May'20	Training to all users
May – Aug'20	Soft launch to all companies
Sep'20	Full launch to all companies

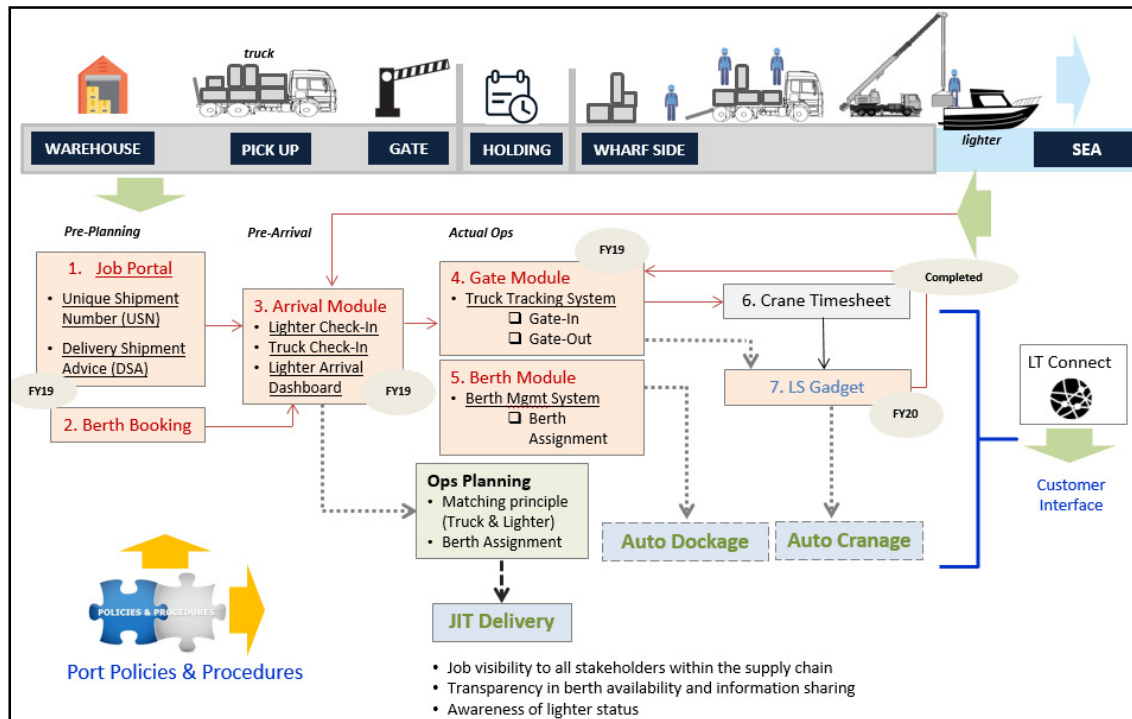Any changes to the timeline will be informed.

7. Kindly disseminate the said information to all concerned parties.

8. Please contact Jesse Lim (jesselim@jp.com.sg, 6660 9033), Jace Lee (jiahui@jp.com.sg, 6660 9546) or Joshua Loh (joshualoh@jp.com.sg, 6660 9075) should you have any queries.

Thank you.

Yours Sincerely

Samuel Siew
President
Operations & Technology

The overarching plans for LT Connect as illustrated in the image below.

The modules of **LT Connect** includes:

1.1	Job Portal
	A centralized platform for Job Owners (one who engage lighter) to initiate a loading using a Unique Shipment Number (USN). It allows the appointment of Lighter Operators and Careoffs and inform parties of loading information through notification. The platform also facilitates visibility to job information, check-in and loading status of a USN, generation of reports for performance monitoring and enquiring of information to a job.
1.2	Berth Booking
	A module for better utilization of resources though booking a berth slot prior to delivery based on declarants' delivery shipment advice which system then translates to estimated port stay.
1.3	Enhancement of Berth Management System (BMS)
	A module to facilitate smoother berthing activity by using logics to prioritize bookings and early/late arrivals. BMS allows sequential berthing without intervention of human.

1.4	**Arrival of Trucks and Lighters**
	A module to give Truck Drivers and Lighter Captains an avenue to check-in, informing terminal of their arrival at the pre-defined vicinity. Pre-Arrival Check-In for truck allows Driver to amend and provide accurate cargo declaration information whereas Pre-Arrival Check-In for lighter allows Captain to be aware of which berth assigned.
1.5	**Enhancement of Lighter Arrival Dashboard**
	The arrival dashboard will be enhanced to show loading status of USN and its truck and lighters' check-in and berthing information.
1.6	**Landing Page**
	The landing page gives access to users on terminal announcements (e.g. Adverse weather, Crane maintenance etc.), a 24-hour traffic forecast in the terminal and include key monitoring parameters.
1.7	**Lighter Module**
	Lighter module will be migrated from Lighter Wharf Management System (LWMS) to LT Connect for users to create and update lighter craft's license. Lighter module shall also be used to send QR code to Lighter Operators to facilitate lighter check-in.

Appendix B

The role of stakeholders and how the key implementation of LT Connect affects you:

Stakeholders	What has Changed?	What has not changed?
Job Owners	• All jobs will require a Unique Shipment Number (USN) for any loadings, including offland • All Lighter Operators and Careoffs will be appointed by the Job Owner at Job Portal • Mother vessel information must be keyed during job creation • Cargo declarant can choose cargo description from a drop-down list or free text • All collection of cargo (Offland) will require a DSA tagged to an Offland USN	• Existing JP credit account holders for Penjuru or Marina South do not need to apply for new account • Short term pass application remains available at terminals • Create DSA
Careoff	• DSA can be created after USN is triggered by Job Owner • Cargo declarant can choose cargo description from a drop-down list or free text	• Create DSA(s)
Transporters	• All trucks will be required to check-in prior to arrival at terminal • Trucks will be allowed to modify cargo declaration before gate-in, at discretion of cargo declarant	• All trucks require DSA for loading at terminal • All truck drivers require JP pass to enter the terminal (existing valid pass can still be used) • No change to existing vehicle entry system (Gate & Truck Tracking System) • Job can begin loading with minimally one truck arrival at terminal
Lighter Operators	• All lighters will be required to check-in prior to arrival at terminal • All Lighter Operators will have visibility to berth availability and book a slot prior to their loading • All Lighter Operators will be able to make lighter name change	• Lighters will be assigned berth with minimally one truck arrival at terminal

	• All Lighter Captains will check for berth assignment in pre-arrival (lighter) module • All berths will be assigned to lighter based on booking priorities and pre-set algorithms	