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25 Feb 2025

Dear Port User

Monthly FAQs Circular – Berthing, Yard Planning & Operations (Lighterage)

In our ongoing commitment to keep you up to date in 2025, we are pleased to present the 3rd edition of Monthly FAQs. This month, our focus revolves around key inquiries related to Berthing, Yard Planning & Operations (Lighterage):

Berthing

1. What are the requirements for the application of berth in Jurong Port?
2. What should be submitted for berth application?
3. How should the request be made for water and bunker supply for vessels calling at Jurong Port?

Yard Planning

1. How do I submit trailer overnight parking application?
2. What are the local storage available at Jurong Port?
3. What are the transshipment storage available at Jurong Port?

Operations (Lighterage)

1. What document is required for ship stores at both Penjuru Lighter Terminals and Marina South Wharves?
2. What are the applicable charges for Lighter Terminals?

Please refer to **Annex A** for the answers.

For any other questions, we invite you to explore our FAQs page at <https://www.jp.com.sg/faqs/>.

Thank you.

Bernard Koh
Senior Manager, Customer Service
For Jurong Port Pte Ltd

(This is a computer-generated circular and does not require a signature.)

RELY ON US

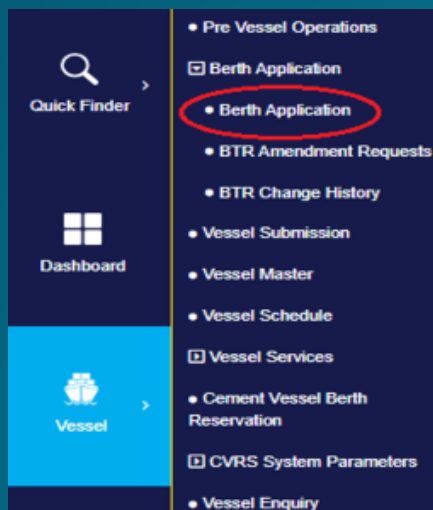
Jurong Port Pte Ltd
37 Jurong Port Road Singapore 619110
Tel (65) 6265 0666 www.jp.com.sg
Reg No. 200007468N

What are the requirements for the application of berth in Jurong Port?

The company requesting for berth must be an Agent with both Credit and JPOM accounts with Jurong Port.

The submission of the application can only be done using JPOM. The Agent must ensure that the Credit Account is active and the vessel is registered in JP's database before an application can be created and submitted by the following steps:

- (1) Login to JPOM
- (2) Look for "Vessel"
- (3) Select "Berth Application"



- (4) Select "Terminal (GB – Conventional Terminal)"
- (5) Select Abbreviated / Full Vessel Name
- (6) Key in vessel name & voyage in/out
- (7) Click Add
- (8) Key in Berth Time Required (BTR) of Berth Application and other information
- (9) Click submit

What should be submitted for berth application?

The Agent should ensure that the arriving vessel has a previous vessel record registered with Jurong Port (JP).

For vessel without a JP record:

The agent must first register the vessel with Maritime and Port Authority (MPA). A vessel ID will be issued by MPA.

With the vessel ID, the Agent will submit the vessel submission in JPOM.

The screenshot shows the 'Vessel Submission' form in the JPOM system. The form is divided into several sections: 'Vessel Detail Info', 'Attachments', 'Cargo Hold Info', 'Ship Crane Info', and 'Other Gears Info'. The 'Vessel Detail Info' section includes fields for Company Name, Company Address, Email Address, Office Tel. No., In Relation to Vessel as, Vessel Classification, and Ship Route Rotation. The 'Ship Crane Info' section includes fields for JP Account No., Person in Charge, Handphone No., Office Fax No., Shipping Line Code, and Ship Route Code. The 'Other Gears Info' section includes fields for Vessel Name, Abbreviated Vessel Name, Vessel Category, Cellular, Deadweight Capacity At Summer Mark, Net Registered Tonnage, Beam Of Vessel, and IMO Number. The form also includes a 'Submit' button and a 'Cancel' button.

Upon receiving the vessel submission request, JP Berthing department will vet the vessel details and the attached documents. Application will be approved if everything is in order.

With the vessel record created, the Agent can proceed to submit the Berth application.

How should the request be made for water and bunker supply for vessels calling at Jurong Port?

Request for water and bunker should be indicated in the berth application before submission.

Water

Quantity must be indicated and supply would be made on vessel berthing.

Bunker

The vessel charterer should provide details of the bunker supply company and the duration as well as the quantity that the vessel would be taking. The Ship Owner will have to make the arrangement with a bunker company for the bunker to be supplied while the vessel is at berth.

How do I submit trailer overnight parking application?

Overnight parking of trailers is allowed for the following purposes:

- Awaiting to receive discharge cargo
- Standby for escort
- Cargo brought in for loading

Terms & Conditions

- Overnight parking is from 2300 hours to 0700 hours
- Port user can submit the overnight parking application in JP-Online. Parking is only allowed for approved application
- The fee for overnight parking is \$10.00/- night (exclusive of 9% GST)
- Unauthorised parking penalty charge of \$75.00/night (exclusive of 9% GST) will be imposed if no application is submitted and approved

What are the local storage available at Jurong Port?

Local storage is for local import and export cargoes.

This type of storage is for cargo that is discharged from vessel or gate-in for shipment. The cargo is placed in transit storage to be either taken out of the port or gate-in awaiting vessel Actual Time of Berthing (ATB).

This storage is applicable for vessel under the liner and non-liner scheme.

Liner Scheme

- For Import – Free Storage Period (FSP) for the first 72 hours from the Completion of Discharge (COD) time to creation of Delivery Note (DN) transactions
- For Export – FSP for 72 hours from first Unloading Advice (UA) to ATB of vessel

Non-Liner Scheme

- For Non-Liner vessels, the FSP is 6 hours
- For Import – The FSP is from the COD to the creation of the DN
- For Export – The FSP is from the transaction of the first UA to the ATB
- Unauthorised storage of \$2.50/tonne/day is imposed when storage exceed the FSP of first 6 hours

What are the transshipment storage available at Jurong Port?

Transshipment storage is for cargoes that land in Jurong Port on transit to be loaded back to 2nd carrier for the final port of discharge.

Under liner term, 14 days (336 hours) Free Storage Period (FSP) is granted. This applies for liner to liner and from liner to non-liner and vice versa.

The 14 days FSP is applicable for both JP – JP as well as PSA – JP.

- **For JP – JP**, the FSP is from Completion of Discharge (COD) of 1st carrier to the Actual Time of Berthing (ATB) of 2nd carrier
- **For PSA – JP**, the FSP is from COD of PSA vessel to the ATB of the 2nd carrier in JP. JP will bill the store rent
- **For JP – PSA**, the FSP is from COD of 1st carrier to ATB of the 2nd carrier in PSA. PSA will bill the store rent

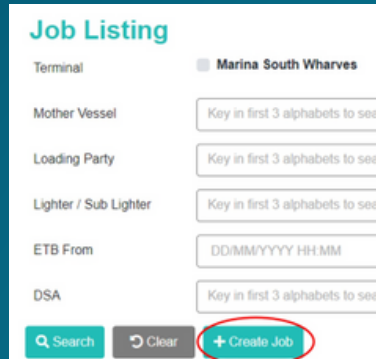
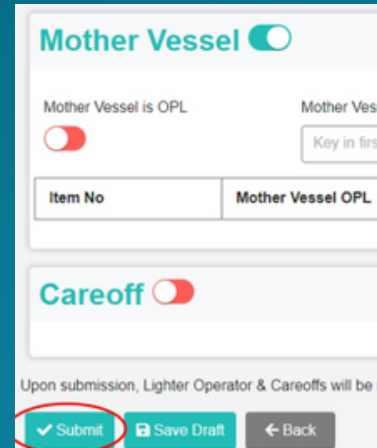
Under non-liner (JP – JP), only 7 days (168 hours) FSP is allowed. This term is applicable for non-liner to non-liner only. After the FSP, unauthorised storage charge of \$2.50 per rt is applicable.

What document is required for ship stores at both Penjuru Lighter Terminals and Marina South Wharves?

The Delivery Shipment Advice (DSA) is the document required for goods to enter Penjuru Lighter Terminal and Marina South Wharves. The DSA can be submitted either in LT Connect or as manual application.

LT Connect

- (1) Login to LT Connect
- (2) Select "Create Job"

- (3) Fill in all required fields and press "Submit"
- (4) Select "Create DSA"
- (5) Fill in all relevant fields including Export & Import details (where required)
- (6) Complete the DSA & submit

Manual Application

Terminal user without Credit Account can download the [Manual DSA](#) in JP-Online and have it transacted at the respective terminal.

What are the applicable charges for Lighter Terminals?

Boat Operator	<ul style="list-style-type: none"> Marine Dockage at SGD\$16.50 per half hour Wharfage and Crane Charge when Boat Operator operates as Customer 	
Customer	<u>Credit account holder</u>	<u>Non-Credit account holder</u>
	<ul style="list-style-type: none"> Wharfage Charge, Crane Lifting Charge 	<ul style="list-style-type: none"> Wharfage Charge Crane Lifting Charge Admin fee of S\$15.00 per DSA.