Welcome to PSA SINGAPORE

The Port of Singapore refers to the collective facilities and [terminals](#)The Port of Singapore refers to the collective facilities and terminals that conduct maritime trade handling functions in harbours and which handle Singapore's shipping. Currently the [world's second-busiest port](#)The Port of Singapore refers to the collective facilities and terminals that conduct maritime trade handling functions in harbours and which handle Singapore's shipping. Currently the world's second-busiest port in terms of total shipping tonnage, it also trans-ships a fifth of the world's [shipping containers](#)The Port of Singapore refers to the collective facilities and terminals that conduct maritime trade handling functions in harbours and which handle Singapore's shipping. Currently the world's second-busiest port in terms of total shipping tonnage, it also trans-ships a fifth of the world's shipping containers, half of the world's annual supply of [crude oil](#)The Port of Singapore refers to the collective facilities and terminals that conduct maritime trade handling functions in harbours and which handle Singapore's shipping. Currently the world's second-busiest port in terms of total shipping tonnage, it also trans-ships a fifth of the world's shipping containers, half of the world's annual supply of crude oil, and is the [world's busiest transshipment port](#)The Port of Singapore refers to the collective facilities and terminals that conduct maritime trade handling functions in harbours and which handle Singapore's shipping. Currently the world's second-busiest port in terms of total shipping tonnage, it also trans-ships a fifth of the world's shipping containers, half of the world's annual supply of crude oil, and is the world's busiest transshipment port. It was also the busiest port in terms of [total cargo tonnage handled](#)The Port of Singapore refers to the collective facilities and terminals that conduct maritime trade handling functions in harbours and which handle Singapore's shipping. Currently the world's second-busiest port in

Before 1819

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1819–1963

Keen to attract Asian and European traders to the new port, Raffles directed that land along the banks of the Singapore River, particularly the south bank, be reclaimed where necessary and allocated to Chinese and English country traders to encourage them to establish a stake in the port-settlement. Chinese traders, because of their frequent commercial interactions with Southeast Asian traders throughout the year, set up their trading houses along the lower reaches of the river, while English country traders, who depended on the annual arrival of trade from India, set up warehouses along the upper reaches. The port relied on three main networks of trade that existed in Southeast Asia at that time: the Chinese network, which linked Southeast Asia with the southern Chinese ports of [Fujian](#)Keen to attract Asian and European traders to the new port, Raffles directed that land along the banks of the Singapore River, particularly the south bank, be reclaimed where necessary and allocated to Chinese and English country traders to encourage them to establish a stake in the port-settlement. Chinese traders, because of their frequent commercial interactions with Southeast Asian traders throughout the year, set up their trading houses along the lower reaches of the river, while English country traders, who depended on the annual arrival of trade from India, set up warehouses along the upper reaches. The port relied on three main networks of trade that existed in Southeast Asia at that time: the Chinese network, which linked Southeast Asia with the southern Chinese ports of Fujian and [Guangdong](#)Keen to attract Asian and European traders to the new port, Raffles directed that land along the banks of the Singapore River, particularly the south bank, be reclaimed where necessary and allocated to Chinese and English country traders to encourage them to establish a stake in the port-settlement. Chinese traders, because of their frequent commercial interactions
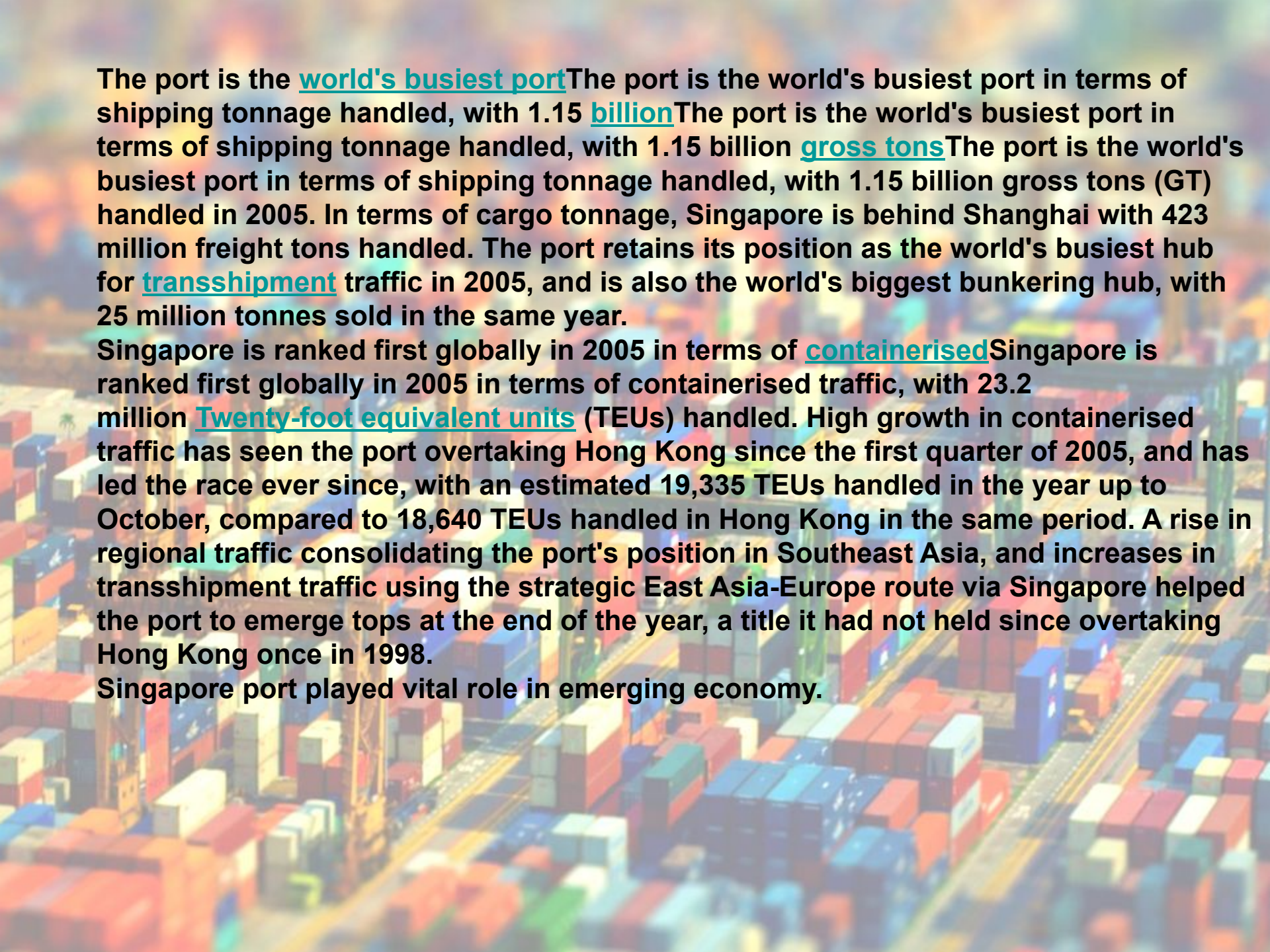
Since 1963

Singapore ceased to be part of the [British Empire](#)Singapore ceased to be part of the British Empire when it merged with [Malaysia](#)Singapore ceased to be part of the British Empire when it merged with Malaysia in 1963. Singapore lost its hinterland and was no longer the administrative or economic capital of the Malay Peninsula. The processing in Singapore of raw materials extracted in the Peninsula was drastically reduced due to the absence of a [common market](#) between Singapore and the Peninsular states.

Since Singapore's full independence in 1965, it has had to compete with other ports in the region to attract shipping and trade at its port. It has done so by developing an export-oriented economy based on value-added manufacturing. It obtains raw or partially manufactured products from regional and global markets and exports value-added products back to these markets through market access agreements such as [World Trade Organization](#)Since Singapore's full independence in 1965, it has had to compete with other ports in the region to attract shipping and trade at its port. It has done so by developing an export-oriented economy based on value-added manufacturing. It obtains raw or partially manufactured products from regional and global markets and exports value-added products back to these markets through market access agreements such as World Trade Organization directives and [free trade agreements](#).

By the 1980s, maritime trading activity had ceased in the vicinity of the Singapore River except in the form of passenger transport, as other terminals and harbours took over this role. Keppel Harbour is now home to three [container terminals](#)By the 1980s, maritime trading activity had ceased in the vicinity of the Singapore River except in the form of passenger transport, as other terminals and harbours took over this role.
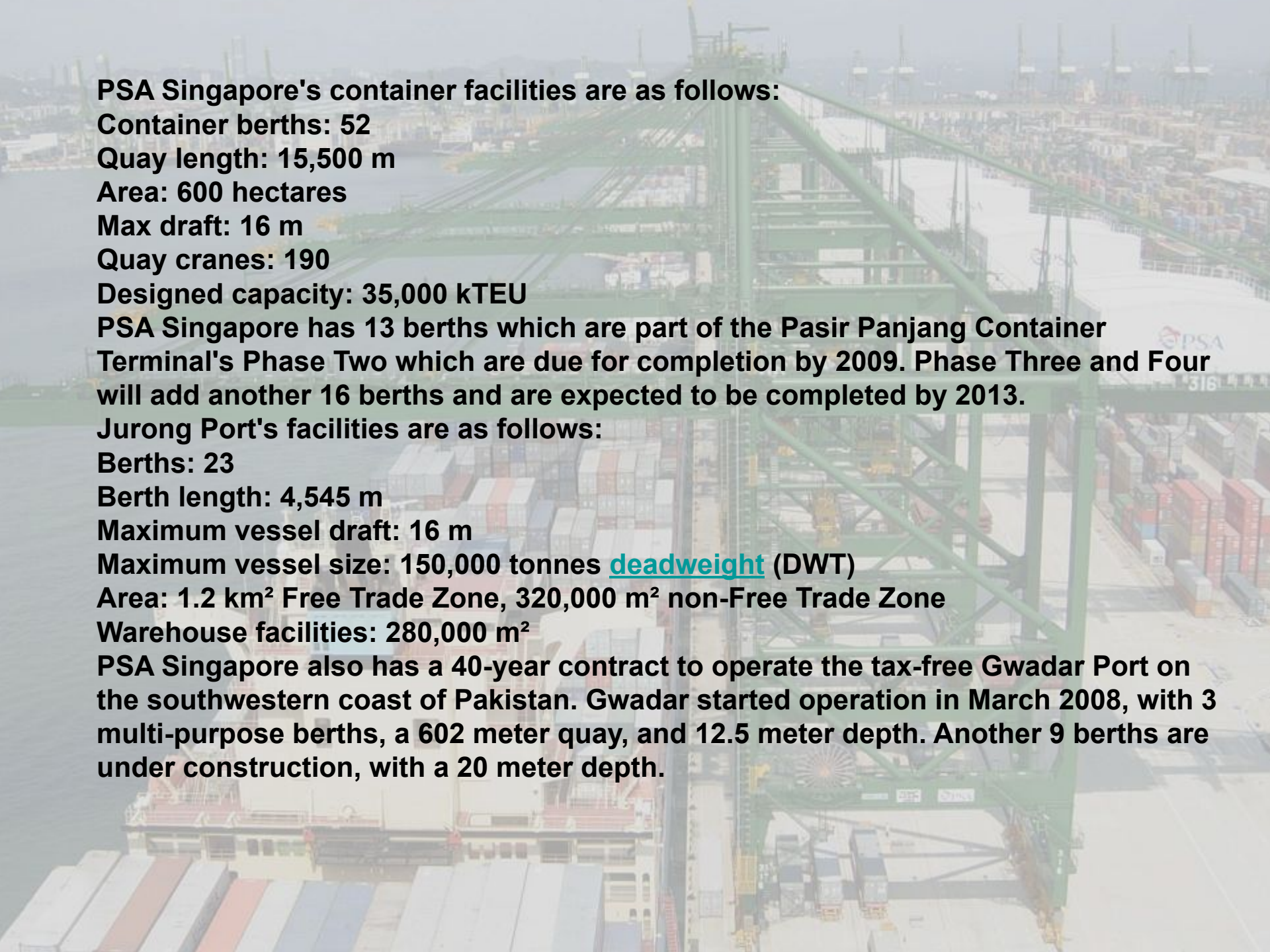
The port is the world's busiest port The port is the world's busiest port in terms of shipping tonnage handled, with 1.15 billion The port is the world's busiest port in terms of shipping tonnage handled, with 1.15 billion gross tons The port is the world's busiest port in terms of shipping tonnage handled, with 1.15 billion gross tons (GT) handled in 2005. In terms of cargo tonnage, Singapore is behind Shanghai with 423 million freight tons handled. The port retains its position as the world's busiest hub for transshipment traffic in 2005, and is also the world's biggest bunkering hub, with 25 million tonnes sold in the same year.

Singapore is ranked first globally in 2005 in terms of containerised Singapore is ranked first globally in 2005 in terms of containerised traffic, with 23.2 million Twenty-foot equivalent units (TEUs) handled. High growth in containerised traffic has seen the port overtaking Hong Kong since the first quarter of 2005, and has led the race ever since, with an estimated 19,335 TEUs handled in the year up to October, compared to 18,640 TEUs handled in Hong Kong in the same period. A rise in regional traffic consolidating the port's position in Southeast Asia, and increases in transshipment traffic using the strategic East Asia-Europe route via Singapore helped the port to emerge tops at the end of the year, a title it had not held since overtaking Hong Kong once in 1998.

Singapore port played vital role in emerging economy.

PSA Singapore's container facilities are as follows:

Container berths: 52

Quay length: 15,500 m

Area: 600 hectares

Max draft: 16 m

Quay cranes: 190

Designed capacity: 35,000 kTEU

PSA Singapore has 13 berths which are part of the Pasir Panjang Container Terminal's Phase Two which are due for completion by 2009. Phase Three and Four will add another 16 berths and are expected to be completed by 2013.

Jurong Port's facilities are as follows:

Berths: 23

Berth length: 4,545 m

Maximum vessel draft: 16 m

Maximum vessel size: 150,000 tonnes deadweight (DWT)

Area: 1.2 km² Free Trade Zone, 320,000 m² non-Free Trade Zone

Warehouse facilities: 280,000 m²

PSA Singapore also has a 40-year contract to operate the tax-free Gwadar Port on the southwestern coast of Pakistan. Gwadar started operation in March 2008, with 3 multi-purpose berths, a 602 meter quay, and 12.5 meter depth. Another 9 berths are under construction, with a 20 meter depth.