BIMCO's DRY BULK TERMINALS VETTING REPORT FOR 2018

Abstract

Based on data collected from ships' visits to dry bulk terminals, this report evaluates dry bulk terminals' performance during the period from January 2015 to December 2018.

Maritime Technology and Regulation

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BIMCO's dry bulk terminals vetting report for 2018

1. Introduction

BIMCO launched its Dry Bulk Terminals Vetting scheme on 19 January 2015. The vetting scheme asks shipowners to complete a questionnaire after visiting a terminal. The answers received are used to create a database on port/terminal practices that will be used for statistical purposes and rating of terminals. The collected data gives a quick overview of the dry bulk terminal's performance. It can be used as guidance for planning future calls at terminals around the world. Shipping companies will, for example, be able to find out if other ships have experienced damage, difficulties or surges at a particular terminal.

This report is the third of its kind and the results are based on data collected from 19 January 2015 to 1 December 2018. BIMCO plans to publish this report annually. Please note that the scoring algorithms have been improved and therefore some ports might see an increase or decrease in certain scores although no new reports were submitted during 2018.

BIMCO invites more ships to submit reports. More reports will ultimately help to create a better tool for offices fixing cargoes. A crucial factor to the future success of the survey is to encourage more companies to participate, as only a few are currently participating.

The vetting reporting scheme can be found on the BIMCO website:
https://www.bimco.org/web/Dry_bulk_terminal_vetting

2. Questionnaire

The questionnaire consists of 36 specific questions divided into the following five main categories:

- mooring and berth arrangements
- terminal services
- terminal equipment
- information exchange between the ship and the terminal
- loading and unloading handling.

Each category was rated according to the grading below:

- **Excellent** – The standard of the services, equipment and/arrangements were excellent and entirely safe. It would serve as an example of best practice for other terminals.
- **Very good** – The standard of the services, equipment and/arrangements were of a high quality and always safe for the ship and/or crew.
- **Average** – A typical standard of terminal with the ship experiencing both good and bad. However, in general, the services, equipment and/arrangements were safe and overall met expectations.
- **Fair** – The standard of the services, equipment and/arrangements were below average and, in some areas, safety needs to be improved.
- **Poor** – The standard was unacceptable or unsafe for the ship and/or crew.

Under each of the five main categories, the ship answers more detailed sub-questions. These answers, together with any comments, can be read by BIMCO members under the specific port on the BIMCO web page (www.bimco.org). The sub-questions and comments provide a detailed picture to complement the five main categories. The detailed findings are presented in Annex A.

The questions are also dealing with the port level:

- whether the ship experienced any restrictions regarding crew change, crew shore leave
- whether there were any restrictions regarding discharge of cargo residues contained in the wash water when at berth
- whether the authorities carried out a port state control inspection and if this caused any remarks.

3. General statistics

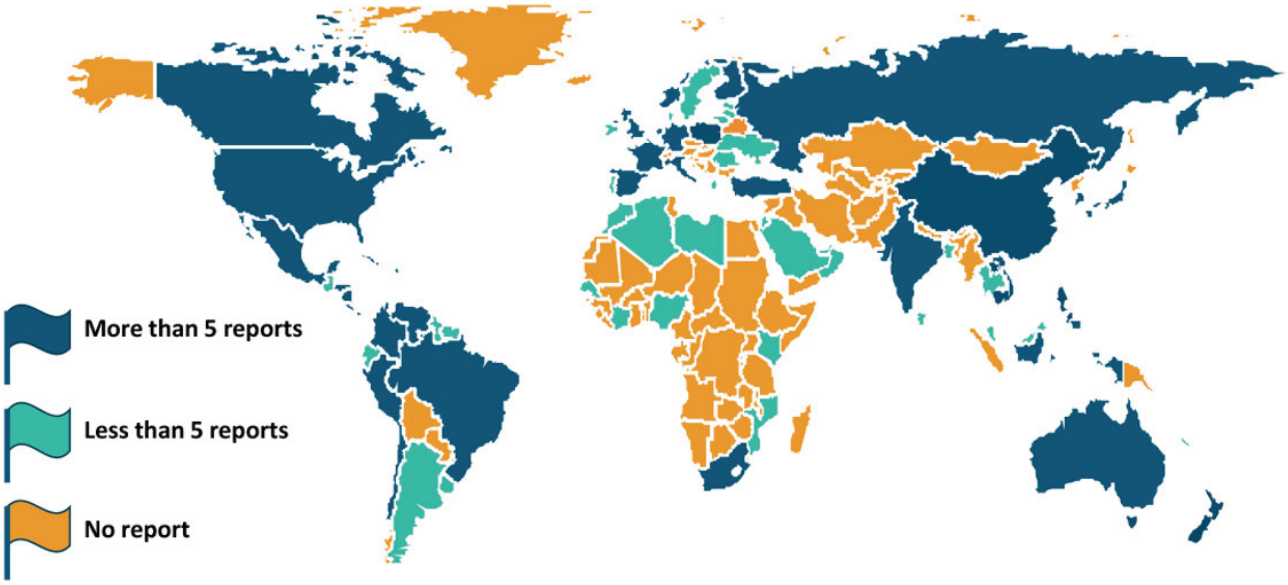


Figure 1: The map shows that 89 countries had terminals, which are included in the vetting scheme

The statistics in this report have been based on a total of 916 reports from 381 different terminals around the world, which is an increase from 279 terminals last year. By the end of 2018, 89 countries were covered by the survey, which is fifteen more than the previous year.

- 381 terminals were covered by the vetting scheme
- 89 countries were included in the scheme
- 38 terminals had more than five reports
- 144 ships participated in the vetting scheme, which is an increase of 29 ships compared to 2017.

For statistical validation and anonymity purposes, the results of the terminal vetting will not be published on the BIMCO website until at least five reports have been received concerning that

respective port. By 1 December 2018, 38 ports had five reports, or more, an increase by 11 ports compared to last year.

Below, there is an overview of the ports, where at least five reports have been submitted. The ratings spanned from excellent to poor. The score was calculated based on a weighing system where loading and unloading had the highest weight followed by mooring and berth arrangements and information exchange. The lowest weighting was given to terminal equipment and services.

Once the weighted score has been calculated, it is converted into the following star rating that correlates to the initial grading system outlined above:

- Five stars - Excellent
- Four stars - Very good
- Three stars - Average
- Two stars - Fair
- One star - Poor.

Terminals will be highlighted if their performance has been rated as excellent and warnings will be shown if the terminal has received poor ratings.

Name	Country	UN/LOCODE	Reports	Stars
Szczecin	Poland	PL-SZZ	5	★★★★
Quebec	Canada	CA-QUE	5	★★★★
Newcastle	Australia	AU-NTL	5	★★★★
Gladstone	Australia	AU-GLT	8	★★★★
Ciénaga	Colombia	CO-CIE	5	★★★★
Port of Moa	Cuba	CU-MOA	9	★★★★
Rio Haina	Dominican Republic	DO-HAI	10	★★★★
Santander	Spain	ES-SDR	19	★★★★
Devonport	Australia	AU-DPO	6	★★★★
Dampier	Australia	AU-DAM	6	★★★★
Bilbao	Spain	ES-BIO	11	★★★★
Thunder Bay	Canada	CA-THU	6	★★★★
Santa Marta	Colombia	CO-SMR	18	★★★★
Richards Bay	South Africa	ZA-RCB	5	★★★★
Cristobal	Panama	PA-CTB	11	★★★★
Puerto Cortes	Honduras	HN-PCR	12	★★★★
Port Alfred	Canada	CA-PAF	24	★★★★
Baton Rouge	United States of America	US-BTR	6	★★★★
Puerto Cabello	Venezuela	VE-PBL	6	★★★★
Galveston	United States of America	US-GLS	5	★★★★
Xiamen	China	CN-XMN	5	★★★★
Pointe-à-Pitre	Guadeloupe	GP-PTP	10	★★★★
Port Hedland	Australia	AU-PHE	7	★★★★
Tampa	United States of America	US-TPA	6	★★★★
Tianjin	China	CN-TXG	5	★★★★
Vancouver	Canada	CA-VAN	14	★★★★
New Orleans	United States of America	US-MSY	45	★★★
Cartagena	Colombia	CO-CTG	16	★★★
Fort-de-France	Martinique	MQ-FDF	5	★★★
Point Comfort	United States of America	US-PCR	5	★★★
Port Arthur	United States of America	US-POA	7	★★★
Veracruz	Mexico	MX-VER	34	★★★
Barranquilla	Colombia	CO-BAQ	23	★★★
Kingston	Jamaica	JM-KIN	8	★★★
Houston	United States of America	US-HOU	8	★★★
Altamira	Mexico	MX-ATM	6	★★★
Port-au-Prince	Haiti	HT-PAP	6	★★★
Lake Charles	United States of America	US-LCH	5	★★★

Table 1: Ranking of ports with five or more reports

All 38 ports covered in the detailed report were rated average or very good. The reports show that good communication between ship and terminal is a crucial part of port performance and is acknowledged in written responses by captains. The geographical spread of the detailed reports is not as diverse as BIMCO had initially hoped, since some ports in the Americas have substantially outnumbered others with regards to reports submitted. 44 % of the reports eligible for the above rating came from North America, with Central America/Caribbean and South America following with 17 % respectively. Based on a total number of reports, a relatively lower rating was on average given to ports in the northern part of South America. It should be noted, however, that there are ports in the same region with very high ratings.

There was an increase of 52% in the number of reports this year and a total of 916 have now been received. This increase is positive, although it must be noted that only a very small pool of companies currently contributed to this scheme. This can also partly explain the skewed geographical spread. More ships should report in order to establish a robust data foundation for further statistical considerations. The additional 316 reports received in 2018 introduced 102 new ports.

4. Summary of results

This chapter deals with the results of the five main categories of questions as well as the overarching question “Rate your overall experience with the terminal”. The sub-questions will be shown in Annex A.

General and overall terminal rating

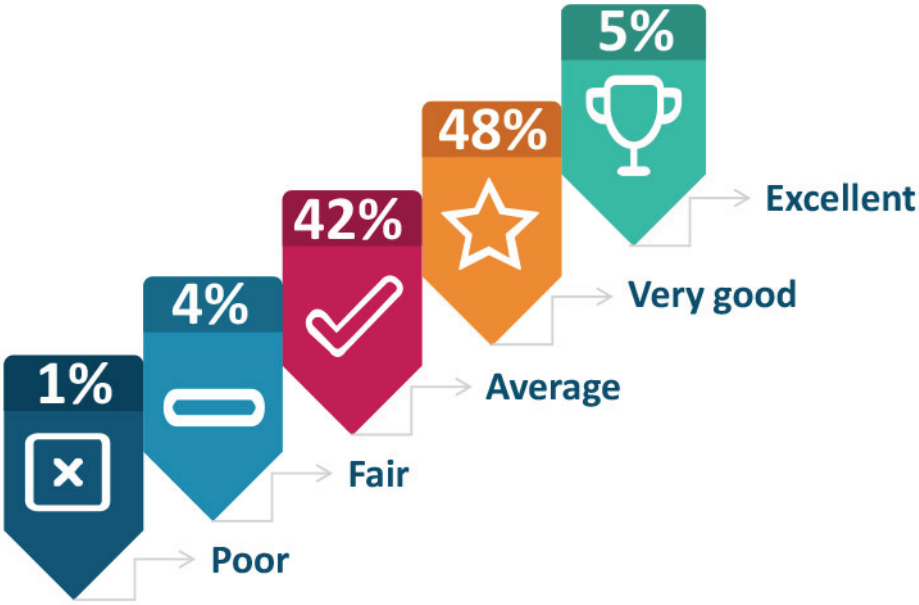


Figure 2: Results on the overall experience with the terminal

Question 36 in the questionnaire deals with the general overall experience and impression of the terminal.

A total of 97% of the reports were rated as average or better, which gave an average rating of 3.6. The result is a marginal better than last year’s results. Positive feedback was given on the communication between ship and terminal, the loading and unloading and the standard and maintenance of equipment and piers. At the lower end of the spectrum, negative comments were received highlighting lack of language skills, expensive or insufficient waste reception as well as gangway restrictions. Only four reports were rated as poor, due to insufficient moorings and services: Baranquilla, Point Lisas, New Orleans and Kingston.

Terminal handling of loading and unloading

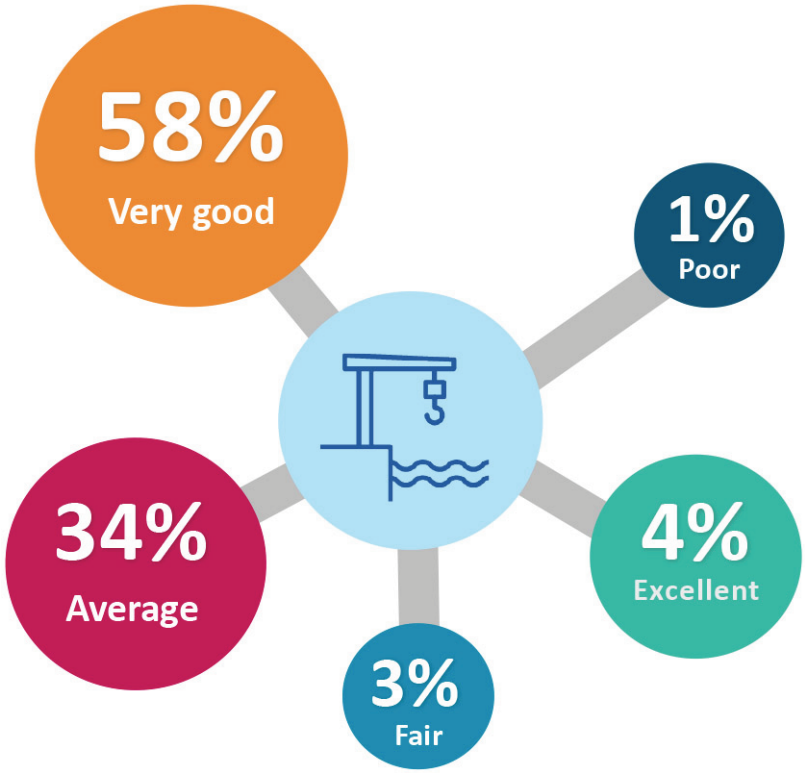


Figure 3: Rate the way the terminal handles the loading/ unloading

Question 1 deals with the way the terminal handled the loading and unloading process including planning and trimming issues.

A total of 96% of the reports were rated average or better resulting in an average rating of 3.6, a little higher than last year. Last year's tendency of scores moving from very good to average has not continued this year but has now reversed to a better value.

Loading plans were normally available and were followed without comments. Also, loading handling was usually conducted safely without damage to ship or equipment. The master was normally consulted when changes were made and changes in general did not cause delays in the loading process. More details concerning loading and unloading can be seen in Annex A.

The table below summaries the average results of terminals with more than five reports. The rating point are calculated as the mathematic average of the given evaluations, were 5 points were given for the excellent performance, 4 for the very good, 3 for the average, 2 for the fair and 1 for the poor performance. These calculations are used for all questionnaires.

Name	Country	UN/LOCODE	Reports	Terminal handling of loading/unloading results
Dampier	Australia	AU-DAM	6	4.0
Devonport	Australia	AU-DPO	6	4.0
Gladstone	Australia	AU-GLT	8	4.0
Quebec	Canada	CA-QUE	5	4.0
Thunder Bay	Canada	CA-THU	6	4.0
Bilbao	Spain	ES-BIO	11	3.8
Newcastle	Australia	AU-NTL	5	3.8
Cienaga	Colombia	CO-CIE	5	3.8
Rio Haina	Dominican Republic	DO-HAI	10	3.8
Szczecin	Poland	PL-SZZ	5	3.8
Galveston	United States of America	US-GLS	5	3.8
Lake Charles	United States of America	US-LCH	5	3.8
Santander	Spain	ES-SDR	19	3.7
Puerto Cortes	Honduras	HN-PCR	12	3.7
Vancouver	Canada	CA-VAN	14	3.6
Cristobal	Panama	PA-CTB	11	3.6
Port Alfred	Canada	CA-PAF	24	3.6
Santa Marta	Colombia	CO-SMR	18	3.6
Xiamen	China	CN-XMN	5	3.6
Port Hedland	Australia	AU-PHE	7	3.6
Port of Moa	Cuba	CU-MOA	9	3.6
Pointe-à-Pitre	Guadeloupe	GP-PTP	10	3.5
Baton Rouge	United States of America	US-BTR	6	3.5
Puerto Cabello	Venezuela	VE-PBL	6	3.5
Tianjin	China	CN-TXG	5	3.4
Fort-de-France	Martinique	MQ-FDF	5	3.4
Point Comfort	United States of America	US-PCR	5	3.4
Tampa	United States of America	US-TPA	6	3.4
Richards Bay	South Africa	ZA-RCB	5	3.4
Veracruz	Mexico	MX-VER	34	3.4
Port-au-Prince	Haiti	HT-PAP	6	3.3
New Orleans	United States of America	US-MSY	45	3.3
Cartagena	Colombia	CO-CTG	16	3.3
Port Arthur	United States of America	US-POA	7	3.3
Kingston	Jamaica	JM-KIN	8	3.3
Houston	United States of America	US-HOU	8	3.3
Altamira	Mexico	MX-ATM	6	3.2
Barranquilla	Colombia	CO-BAQ	23	3.0

Table 2: Average results of terminals regarding loading and unloading

Terminal mooring and berth arrangements

Figure 4: The above numbers provide the average ratio on satisfaction of the mooring arrangements (including fenders, bollards, etc.)

Question 12 deals with mooring arrangements referring to berth, water depth and surge. 95% of the reports were rated as average or better giving an average result of 3.6, which is better than in the previous report, where this section had the lowest average of all. This score on average indicated a good standard of piers and mooring equipment as well as satisfactory protection from surge, tidal waters and wind effects. Some of the poor ratings refer to lack of manoeuvrability and general port restrictions. More details about mooring arrangements can be seen in Annex A.

The table below summarizes the average results of terminals with more than five reports:

Name	Country	UN/LOCODE	Reports	Terminal mooring and berthing arrangements results
Gladstone	Australia	AU-GLT	8	4.1
Devonport	Australia	AU-DPO	6	4.0
Newcastle	Australia	AU-NTL	5	4.0
Cienaga	Colombia	CO-CIE	5	4.0
Szczecin	Poland	PL-SZZ	5	4.0
Santa Marta	Colombia	CO-SMR	18	3.9
Cristobal	Panama	PA-CTB	11	3.8
Quebec	Canada	CA-QUE	5	3.8
Richards Bay	South Africa	ZA-RCB	5	3.8
Port of Moa	Cuba	CU-MOA	9	3.8
Santander	Spain	ES-SDR	19	3.7
Bilbao	Spain	ES-BIO	11	3.7
Dampier	Australia	AU-DAM	6	3.7
Baton Rouge	United States of America	US-BTR	6	3.7
Puerto Cabello	Venezuela	VE-PBL	6	3.7
Galveston	United States of America	US-GLS	5	3.6
Tianjin	China	CN-TXG	5	3.6
Point Comfort	United States of America	US-PCR	5	3.6
Port Arthur	United States of America	US-POA	7	3.6
Rio Haina	Dominican Republic	DO-HAI	10	3.5
Pointe-à-Pitre	Guadeloupe	GP-PTP	10	3.5
Port Alfred	Canada	CA-PAF	24	3.5
Vancouver	Canada	CA-VAN	14	3.4
Port Hedland	Australia	AU-PHE	7	3.4
Puerto Cortes	Honduras	HN-PCR	12	3.4
Veracruz	Mexico	MX-VER	34	3.4
Xiamen	China	CN-XMN	5	3.4
Fort-de-France	Martinique	MQ-FDF	5	3.4
Tampa	United States of America	US-TPA	6	3.4
New Orleans	United States of America	US-MSY	45	3.4
Cartagena	Colombia	CO-CTG	16	3.3
Kingston	Jamaica	JM-KIN	8	3.3
Barranquilla	Colombia	CO-BAQ	23	3.2
Thunder Bay	Canada	CA-THU	6	3.2
Altamira	Mexico	MX-ATM	6	3.2
Houston	United States of America	US-HOU	8	3.1
Port-au-Prince	Haiti	HT-PAP	6	3.0
Lake Charles	United States of America	US-LCH	5	2.2

Table 3: Average results of terminals regarding mooring arrangements.

Information exchange between ship and terminal

Figure 5: The above numbers provide the average ratio of the overall experience of the communication between the ship and terminal

Question 19 deals with the information exchange between ship and terminal and the ability to inform about changes. A total of 95% of the reports were rated average or above, which is significantly higher than last year's result. Given that scores in this section had declined strongly in 2017, we hope that this year's more positive outcome is a sign of stabilization and outliers were skewing the results in 2017. The average result indicated a good and direct communication between ship and terminal. Operational changes were well shared and received. The means of communication differed but there was a tendency to use a terminal appointed foreman as the primary contact between ship and terminal. Shore personnel's lack of language skills has been a problem in the past and continues to be brought up by ship leadership as a source of problems. The sub-questions concerning information exchange between ship and terminal details can be seen in Annex A.

The table below summarizes the average results of terminals with more than five reports:

Name	Country	UN/LOCODE	Reports	Information exchange between the ship and terminal results
Szczecin	Poland	PL-SZZ	5	4.2
Quebec	Canada	CA-QUE	5	4.0
Newcastle	Australia	AU-NTL	5	4.0
Cienaga	Colombia	CO-CIE	5	4.0
Port of Moa	Cuba	CU-MOA	9	4.0
Richards Bay	South Africa	ZA-RCB	5	4.0
Santander	Spain	ES-SDR	19	3.9
Thunder Bay	Canada	CA-THU	6	3.8
Rio Haina	Dominican Republic	DO-HAI	10	3.8
Galveston	United States of America	US-GLS	5	3.8
Tampa	United States of America	US-TPA	6	3.8
Gladstone	Australia	AU-GLT	8	3.8
Puerto Cortes	Honduras	HN-PCR	12	3.8
Bilbao	Spain	ES-BIO	11	3.7
Port Alfred	Canada	CA-PAF	24	3.7
Cartagena	Colombia	CO-CTG	16	3.7
Dampier	Australia	AU-DAM	6	3.7
Baton Rouge	United States of America	US-BTR	6	3.7
Puerto Cabello	Venezuela	VE-PBL	6	3.7
New Orleans	United States of America	US-MSY	45	3.6
Tianjin	China	CN-TXG	5	3.6
Port Hedland	Australia	AU-PHE	7	3.6
Barranquilla	Colombia	CO-BAQ	23	3.5
Santa Marta	Colombia	CO-SMR	18	3.5
Pointe-à-Pitre	Guadeloupe	GP-PTP	10	3.5
Veracruz	Mexico	MX-VER	34	3.5
Cristobal	Panama	PA-CTB	11	3.5
Port Arthur	United States of America	US-POA	7	3.4
Xiamen	China	CN-XMN	5	3.4
Fort-de-France	Martinique	MQ-FDF	5	3.4
Kingston	Jamaica	JM-KIN	8	3.4
Vancouver	Canada	CA-VAN	14	3.4
Houston	United States of America	US-HOU	8	3.3
Lake Charles	United States of America	US-LCH	5	3.2
Point Comfort	United States of America	US-PCR	5	3.2
Devonport	Australia	AU-DPO	6	3.2
Altamira	Mexico	MX-ATM	6	3.2
Port-au-Prince	Haiti	HT-PAP	6	3.0

Table 4: Average results of terminals regarding information between ship and terminal.

Terminal equipment

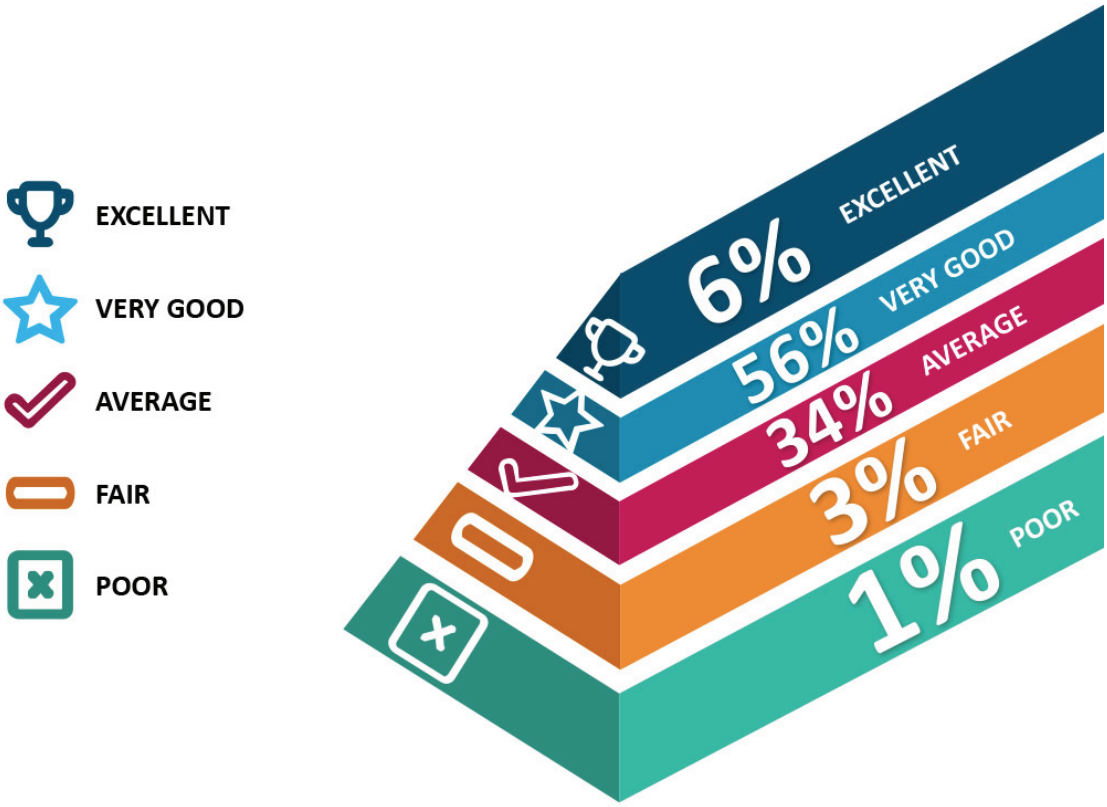


Figure 6: The above numbers provide the average ratio of the overall experience with the terminal area, the equipment with regard to maintenance and safe working conditions

Question 27 deals with terminal equipment and the degree of maintenance as well as operational status. A total of 96% of the reports were rated as average or better giving an average result of 3.7, which is an increase and the (shared) best score achieved in the major sections. Again, the decline from the previous year has been reversed. Maintenance and operability were on average rated very good, although some remarks highlighted non-operational conveyers and cranes that had caused delays. This, however, did not seem to degrade the vetting result. The three poor results were directly related to defective cranes and conveyor belts. The details from the sub-questions concerning terminal equipment details can be seen in Annex A.

The 38 terminals with more than five ratings were rated as follows:

Name	Country	UN/LOCODE	Reports	Terminal Equipment
Newcastle	Australia	AU-NTL	5	4.2
Quebec	Canada	CA-QUE	5	4.0
Cienaga	Colombia	CO-CIE	5	4.0
Szczecin	Poland	PL-SZZ	5	4.0
Cristobal	Panama	PA-CTB	11	3.9
Santa Marta	Colombia	CO-SMR	18	3.9
Port of Moa	Cuba	CU-MOA	9	3.9
Devonport	Australia	AU-DPO	6	3.8
Rio Haina	Dominican Republic	DO-HAI	10	3.8
Xiamen	China	CN-XMN	5	3.8
Point Comfort	United States of America	US-PCR	5	3.8
Richards Bay	South Africa	ZA-RCB	5	3.8
Gladstone	Australia	AU-GLT	8	3.8
Pointe-à-Pitre	Guadeloupe	GP-PTP	10	3.7
Thunder Bay	Canada	CA-THU	6	3.7
Port Alfred	Canada	CA-PAF	24	3.7
Baton Rouge	United States of America	US-BTR	6	3.7
Puerto Cabello	Venezuela	VE-PBL	6	3.7
Cartagena	Colombia	CO-CTG	16	3.6
Tianjin	China	CN-TXG	5	3.6
Fort-de-France	Martinique	MQ-FDF	5	3.6
Tampa	United States of America	US-TPA	6	3.6
Puerto Cortes	Honduras	HN-PCR	12	3.6
Port Hedland	Australia	AU-PHE	7	3.6
Port Arthur	United States of America	US-POA	7	3.6
New Orleans	United States of America	US-MSY	45	3.6
Santander	Spain	ES-SDR	19	3.5
Bilbao	Spain	ES-BIO	11	3.5
Vancouver	Canada	CA-VAN	14	3.4
Barranquilla	Colombia	CO-BAQ	23	3.4
Veracruz	Mexico	MX-VER	34	3.4
Dampier	Australia	AU-DAM	6	3.3
Altamira	Mexico	MX-ATM	6	3.3
Houston	United States of America	US-HOU	8	3.3
Port-au-Prince	Haiti	HT-PAP	6	3.2
Kingston	Jamaica	JM-KIN	8	3.1
Galveston	United States of America	US-GLS	5	3.0
Lake Charles	United States of America	US-LCH	5	3.0

Table 5: Average results of terminals regarding terminal equipment

Terminal services:

Figure 7: The above numbers provide the average ratio of the overall experience with the services provided by the terminal

Question 30 deals with terminal services and covers the use of tugs, supply of fresh water and handling of garbage as the primary services provided for ships. A total of 97% of the reports were rated better than average, giving an average result of 3.7, which was the (shared) best result among the categories and better than last year. The services were to a high degree, used and welcomed by the ships. In cases when the service was unavailable the ratings declined to fair and in three cases even to poor. In some cases, ships commented that the costs of the services were found to be too high. Ships not being able to deliver sludge or garbage to terminals is unacceptable, as it poses a restriction on industry's path towards less pollution and looking after the environment. Terminals will have to play their part.

The 38 terminals with more than five ratings were rated in the below schedule:

Name	Country	UN/LOCODE	Reports	Terminal Services
Szczecin	Poland	PL-SZZ	5	4.2
Rio Haina	Dominican Republic	DO-HAI	10	4.1
Gladstone	Australia	AU-GLT	8	4.0
Quebec	Canada	CA-QUE	5	4.0
Newcastle	Australia	AU-NTL	5	4.0
Cienaga	Colombia	CO-CIE	5	4.0
Port of Moa	Cuba	CU-MOA	9	3.9
Thunder Bay	Canada	CA-THU	6	3.8
Bilbao	Spain	ES-BIO	11	3.8
Santander	Spain	ES-SDR	19	3.8
Santa Marta	Colombia	CO-SMR	18	3.8
Port Alfred	Canada	CA-PAF	24	3.7
Dampier	Australia	AU-DAM	6	3.7
Devonport	Australia	AU-DPO	6	3.7
Puerto Cortes	Honduras	HN-PCR	12	3.7
Baton Rouge	United States of America	US-BTR	6	3.7
Puerto cabello	Venezuela	VE-PBL	6	3.7
Vancouver	Canada	CA-VAN	14	3.6
Xiamen	China	CN-XMN	5	3.6
Pointe-à-Pitre	Guadeloupe	GP-PTP	10	3.6
Fort-de-France	Martinique	MQ-FDF	5	3.6
Richards Bay	South Africa	ZA-RCB	5	3.6
Cristobal	Panama	PA-CTB	11	3.5
Veracruz	Mexico	MX-VER	34	3.5
Cartagena	Colombia	CO-CTG	16	3.5
New Orleans	United States of America	US-MSY	45	3.5
Barranquilla	Colombia	CO-BAQ	23	3.4
Port Hedland	Australia	AU-PHE	7	3.4
Port Arthur	United States of America	US-POA	7	3.4
Tianjin	China	CN-TXG	5	3.4
Point Comfort	United States of America	US-PCR	5	3.4
Tampa	United States of America	US-TPA	6	3.4
Kingston	Jamaica	JM-KIN	8	3.3
Galveston	United States of America	US-GLS	5	3.2
Port-au-Prince	Haiti	HT-PAP	6	3.2
Altamira	Mexico	MX-ATM	6	3.2
Houston	United States of America	US-HOU	8	3.1
Lake Charles	United States of America	US-LCH	5	3.0

Table 6: Average results of terminal services

5. Waste management

In this section we cover areas of specific interest. One of the most discussed subjects in the maritime industry at the moment is port reception facilities. Several types of waste are generated onboard ships during voyages for example: Oily wastes, sludge, drainage from the bilges, sewage and garbage. Further cargo residues will have to be disposed during loading and unloading operations. The type and quantity of wastes generated depend on several factors such as the type and size of the ship, the duration of the voyage and the speed of the ship, the type of fuel and, finally, the waste management practices on board.

This year's annual report focuses on waste reception facilities in terminals and seeks to find out, if lessons can be learned from the feedback received from ships participating in the dry bulk terminal vetting scheme. Adequate reception facilities are a vital part of a ship's environmental management to ensure that all waste including hazardous waste is treated ashore. The questionnaire deals with port terminal facilities in questions 30 and 32 respectively. Question 30 asks about terminal services in general and covers the use of tugs, supply of fresh water and handling of garbage. Question 32 asks if the ship delivered garbage and/or sludge to the terminal? Only 35% of the reports indicated using garbage and /or sludge facilities at the terminal. 58% of the reports, the ship's did not have the need to use reception facilities.

It was not possible to give any comments to question 30 in the questionnaire. But, the collected data shows ratings of below average when waste disposal was not available. It is an operational disturbance to the ship when it cannot deliver waste, sludge or garbage to terminals because the storage capacity on board is limited. In accordance with MARPOL Regulation 38 Annex I concerning oily residues and Regulation 8 Annex V concerning garbage, terminals have an obligation to provide adequate facilities for the reception of waste without causing undue delay to ship. There is an obligation for parties involved to notify and report if the facilities under the regulation are alleged to be inadequate.

The comments to question 32 varied from very positive where wastes were included or partly included in the port fee to a lack of understanding of terminals that were not able to receive recycling waste or garbage. Dissatisfaction was also expressed about the fact that some terminals were not able to receive oily rags. On a positive note, there were terminals providing garbage disposal free of charge or at low rates. To support the industry's effort to dispose waste products more efficiently, availability of free or low charge disposal must be a key factor. If terminals can expect a certain amount of waste products from all ships, they will be able to develop a business case on installing adequate reception facilities that are able to create a revenue over time, to the benefit for both ships and terminals. Unfortunately, this is not yet the case everywhere. The number of ships experiencing a terminal's refusal to collect garbage or exorbitant prices to do so, is still too high.

6. Conclusion

The 916 reports came from 144 ships and covered 381 different terminals. BIMCO would like to thank all the ships participating for their invaluable contributions.

To date, there is insufficient data to draw solid statistical conclusions and make substantiated statements on dry bulk terminals and their performance. However, the widening statistical basis contributing to this report seems to lead toward a more balanced outcome on the upper level: between average and very good.

The minimum requirement of 5 reports for the inclusion of a terminal in the survey forms the basis of a sound validation of the terminal's performance and the individual average results. However, more reports with a better geographical spread would increase the level and accuracy of the overview.

The reporting indicates a generally high standard of dry bulk terminals with most of the scores being on the positive side. The highest rated sections were the terminal equipment and services, both of which improved significantly compared to earlier years. The other sections retained the same level as the previous reports.

Some terminals impose restrictions on the ship when entering or departing the port due to water depth, tidal issues or only daytime accessibility. To improve the overall effectiveness of the terminals, BIMCO encourages terminals to consider these matters and find solutions to the benefit of both ships and terminals.

The setting of gangways was impossible in 11% of all cases, thereby restricting the access to and from the ship. This is clearly unacceptable and must be addressed as a safety matter. Although the percentage has improved compared to the previous report, BIMCO urges terminals to put an emphasis on this matter in the future.

Communication between the ship and terminal as well as the exchange of information was in general rated above average. Even so, some terminals need to improve the language skills of the terminal personnel communicating with the ship's crew.

The issue of port reception facilities needs to be analysed more in depth. There is a clear indication that several terminals do not provide enough waste facilities and in some cases that the service was overpriced. This an area that needs to be improved.

7. The way ahead

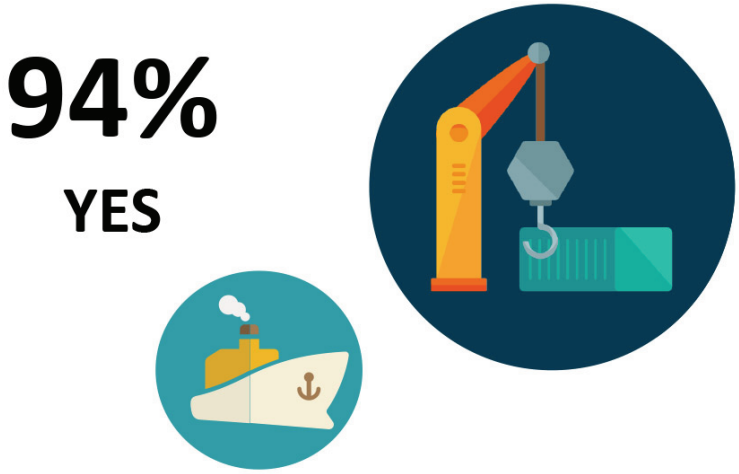
BIMCO's future plan for this vetting of dry bulk terminals will be based on a two-step approach:

- Step one will be to have at least 1000 ships participating in the survey in order to provide a robust annual report.
- Step two will be to follow up on the results by communicating when necessary with terminals and other stakeholders to encourage improvement of procedures and best practices.

A substantial increase in reporting is required to fulfil the above vision.

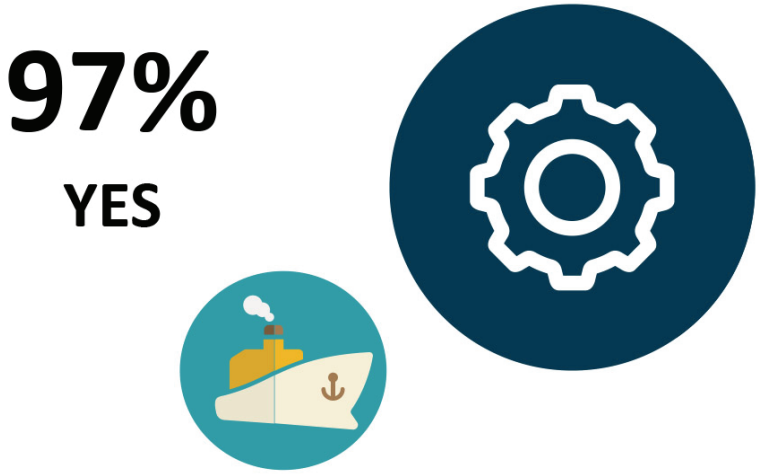
Annex A: Sub-questions on results and validation

Question 2 provides the average ratio to whether the terminal adheres to the agreed loading/unloading plan:



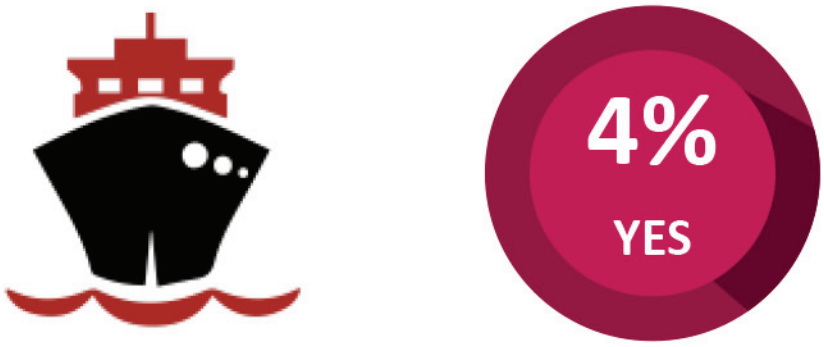
This diagram shows the numbers that provided the average ratio as to whether the terminal adhered to the agreed loading/unloading plan. There was a very high degree of compliance to the plan and very few comments were received on terminals making changes without notice. The development from last year's report shows a marginal decrease.

Question 3 provides the average ratio to whether the agreed loading/unloading plan was available to the terminal control room personnel:



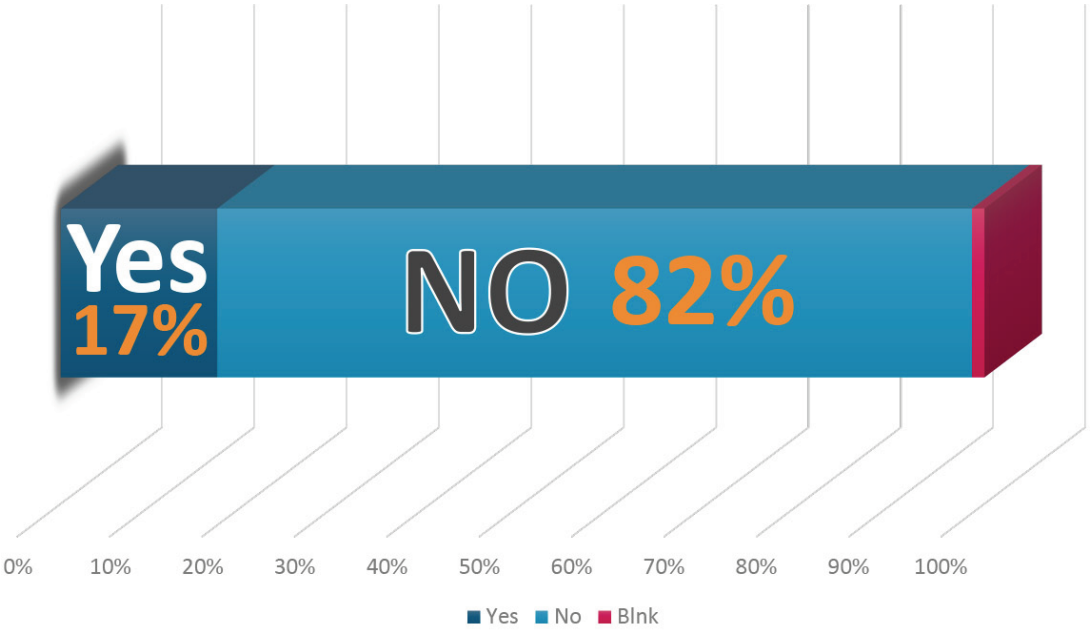
The figure shows the level of agreed loading/unloading plans available to the terminal control room personnel. There was almost full compliance with the issue and no comments were received on question three.

Question 4 relates to whether the terminal imposed any ballasting or de-ballasting restrictions:



Question four asked for comments to question three and ships were asked to specify if there were any ballasting or de-ballasting restrictions at the terminal. Only a marginal number of ships reported restrictions. The various comments concerned ballast water exchange taking place at sea and ballast operation causing delays and adding costs.

Question 5 provides the average ratio to whether the original loading/unloading plan changed:

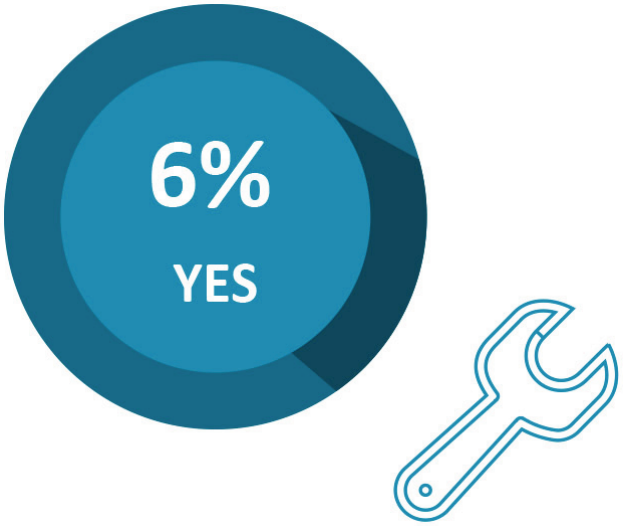


Again, this year, terminals to a high degree followed the loading plans throughout. The survey showed that the terminal often took the initiative to change loading plans and mostly allowed time for ships to prepare for the change in consultation with the master.

Question 6 provides the average ratio to whether frequent shifting of ballast water was necessary to facilitate loading/unloading operations:

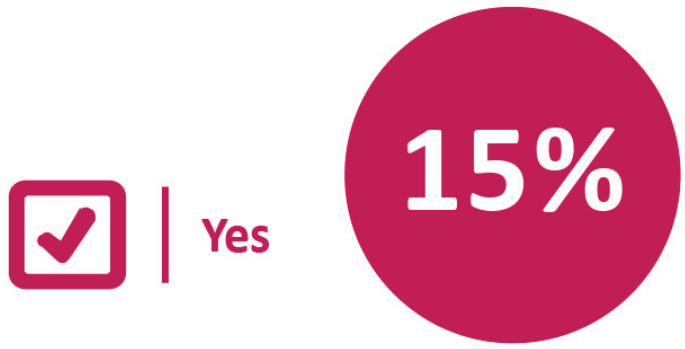
This figure demonstrates in how many cases shifting of ballast water was required for the completion of the loading operation. This is positive, but a slight decrease from last year has been observed.

Question 7 provides the average ratio to whether the terminal loading/unloading operation damaged any parts of the ship or her equipment:



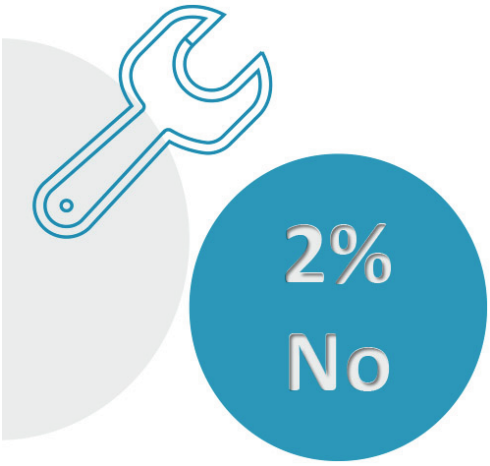
Loading operations seldom caused any damage to the ship or equipment, but the six per cent should be noted with concern. Ships were asked to describe the damage and if the terminal informed the ship about any damages. Most of the damage that occurred was to ladders, hatches and deck equipment. In all cases, ships were properly informed about the damage.

Question 8 provides the average ratio to whether it was necessary to suspend the loading during the trimming stage:



The main reason for suspending loading was to perform draft surveys which lasted between 10 minutes and two and half hours. This is status quo to last year's data.

Question 9 provides the average ratio to whether the cargo was trimmed to the master's requirements



In most cases the master's requirements were followed. It may be concluded due to the few answers given to this question that the matter is of little concern to ships.

Question 10 provides the average ratio to whether the final cargo quantity (as stated on the bill of lading) is determined by shore figures or based on a draft survey:

There has been a continued shift as to whom decided on the cargo quantity as stated on the bill of lading. The shore-based figures continue to play a less dominant role than the draft survey numbers. If there was no difference in figures, it obviously made no difference as to which one was chosen. In a few reports, there was still a significant difference between the numbers and this always caused disputes.

Question 13 asks if there was any surge at the berth:

This survey showed that 10% of the reports experienced problems with surge at their berth, which is the same as reported in the last survey. The ports, where the ship experienced a surge, can be found on the BIMCO web-page. The ships did not report any problems caused by surge.

Question 14 asks if the charted depth at the berth was correct:

The numbers are the same as last year There is a clear majority of cases, where ships could rely on the charted data. Correctly charted depth is a very important aspect of a port and its safety. The ports where the depth is wrong need to do a survey to ensure the safety of the ships and to make the turnaround more efficient.

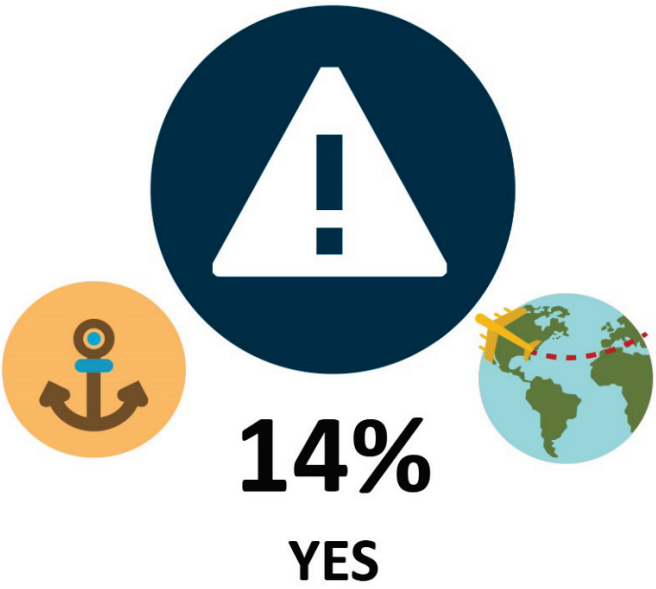
Question 15 asks if the terminals have restrictions for berthing/departure such as limited night navigation etc:

A quarter of the reports indicated restrictions for berthing or departure. The comments received related to many different causes, such as draft restrictions, tidal issues, strong wind and/or ports only accessible in daylight. At times, these issues are just a natural restriction and cannot be altered. Other times they are due to insufficient service supplied by the terminal and need to be upgraded.

Question 16 asks if ships were able to set the gangway:

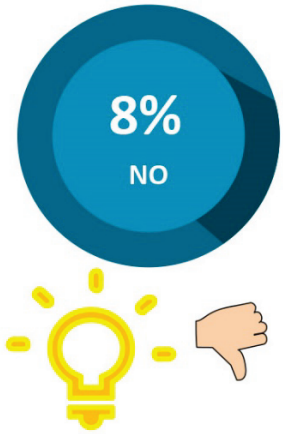
Ships were in general able to set the gangway. But it is unacceptable that 11% were not able to set the gangway, which hindered access to the ship. Furthermore, it is a safety concern that the seafarers would not be able to abandon ship in case of a fire. The figures are down from 17% last year, which is positive, but still not sufficient. This is one of the areas, where BIMCO will continue to focus on in the future.

Question 17 asks if the terminal had any restrictions regarding crew change, crew shore leave, supply of stores/spares etc.:



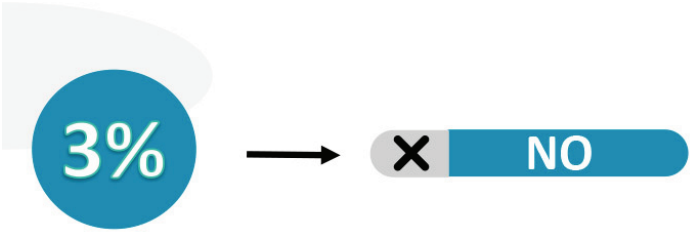
The 14% that experienced problems specified port and security regulations as the reason hindering smooth crew operations. A few reports mentioned that supplies were difficult to receive during bunkering operations.

Question 18 asks if the shore lighting was suitable for the operation:



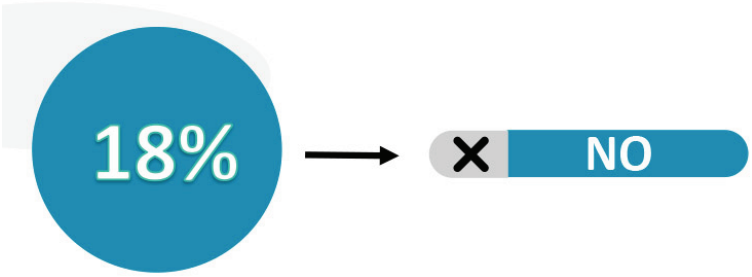
In general, the picture is the same as last year: there was sufficient illumination for berthing operations. But, the 8% of darkness is a cause of concern as there are safety issues related to this.

Question 20 asks if the ship shore checklist was completed by both parties:



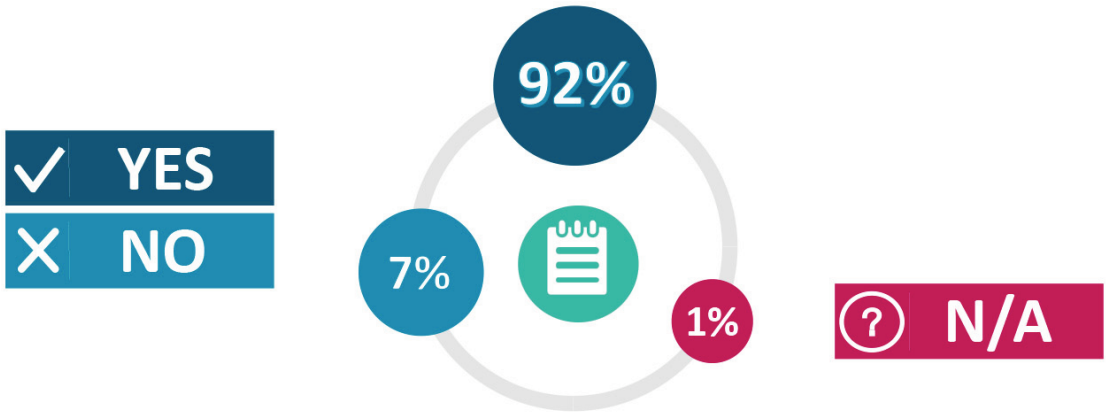
The majority of the ships participating confirmed that checklists were completed by both parties. This is positive as it underlines the will to co-operate, which is also observed in other parts of the survey.

Question 21 asks if the terminal provided an Emergency Procedure Notice:



On the other hand, it was not acceptable that 18% of the terminals did not provide this very important safety related notice and this is one of the areas, on which BIMCO will focus on in the future.

Question 22 asks if ships received sufficient information about the terminal to enable ships to plan the loading and unloading:

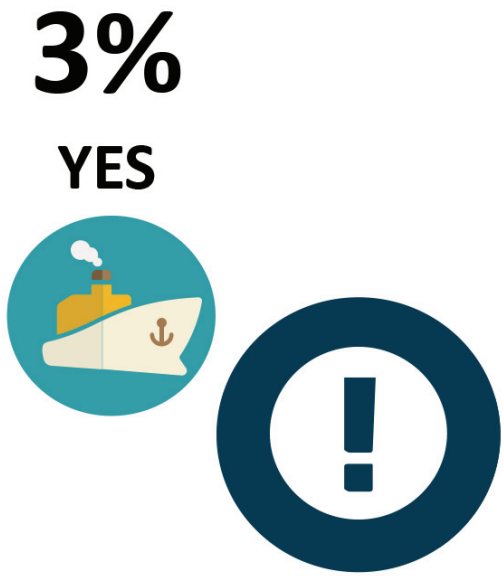


The question still receives a very high rate of positive feedback. The minority of terminals that did not provide the information are encouraged to do so and this will be a focus area for BIMCO.

Question 23 asks if terminals set any limitations or restrictions on loading/unloading procedures given by the ship:

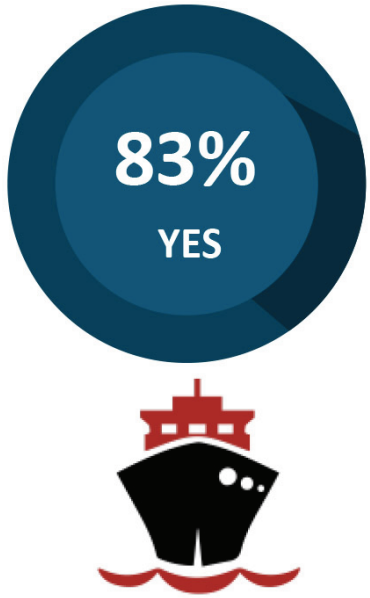
15% of the terminals forwarded the restrictions or limitations, which were mostly on draft or air draft limitations. Also, this year a few replies addressed de-ballasting and loading sequences, which were hindered for example by air draft restrictions due to immobile cranes.

Question 24 asks if ships experienced pressure to agree to loading rates, loading/unloading sequences or other practices, which were considered unsafe:



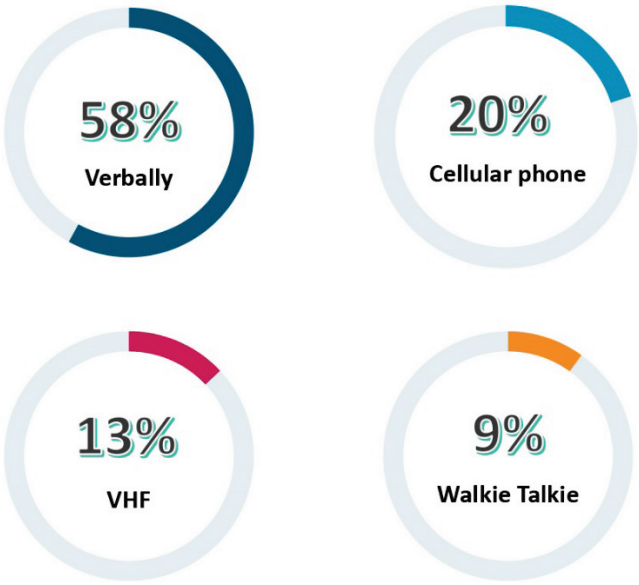
Only a very small amount of the reports experienced any unpleasant pressure regarding unsafe handling or loading rates. These reports stated a very limited amount of time for the draft survey, frequently changing loading rates from very slow to very fast and pressuring the ship for departure without all safety procedures being finalized.

Question 25 asks if the terminal kept the ship updated of changes to operating conditions:



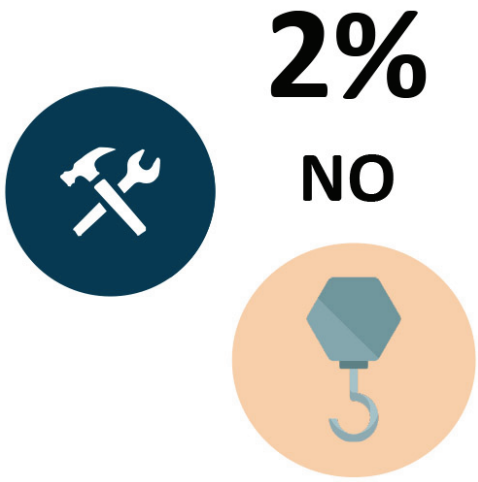
Also, this year, a high percentage of reports indicated a good level of information on operational changes. This is unchanged to the previous years and a very positive sign of good cooperation.

Question 26 asks ships to specify the primary means of communication used between ship and terminal:



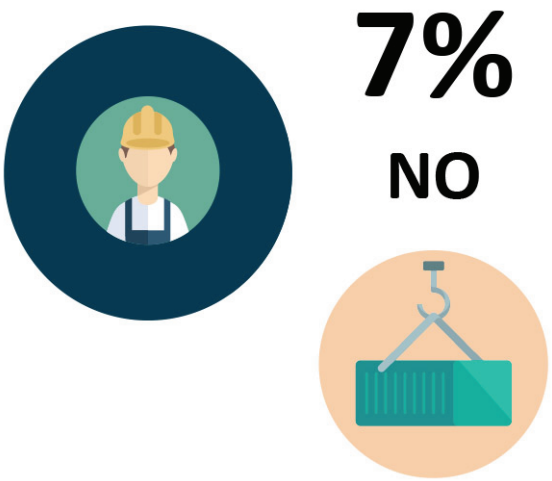
The means of communication between ship and terminal varied significantly but the tendency to use verbal communication through a terminal appointed foreman has increased slightly. Some concerns were also raised about shore crew language skills.

Question 28 asks if the terminal equipment was suitable for the operation being undertaken by the ship:



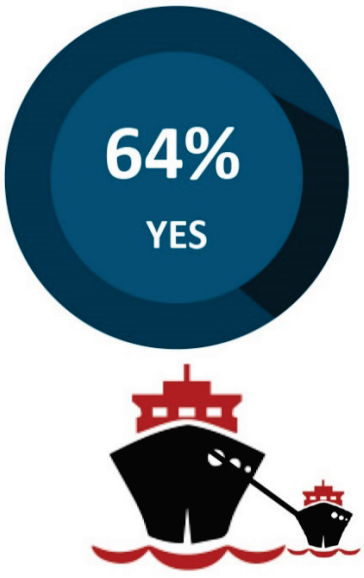
The result shows slightly better numbers compared to last year's survey and it is still very positive to see that almost every terminal possessed equipment suitable for the operation being undertaken by the ship. It is not clear from comments what made the two per cent unfit for purpose.

Question 29 asks if the terminal equipment was operational during the ship's entire stay:



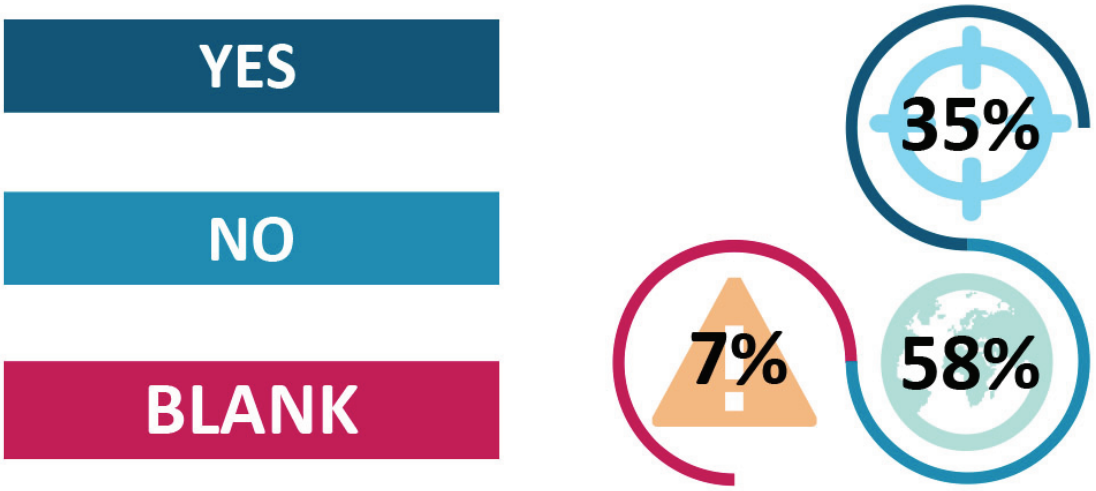
Fortunately, the strong rise in non-operational terminal equipment that we saw last year has been reversed. Comments do not give any clear reasons for these fluctuating scores and it is assumed that outliers skewed the picture in the previous year. The few comments received on the deficiencies were related to cranes and conveyor belts. None of the reported defects seemed to have cause delays.

Question 31 asks if the master used tug(s) during the operation:



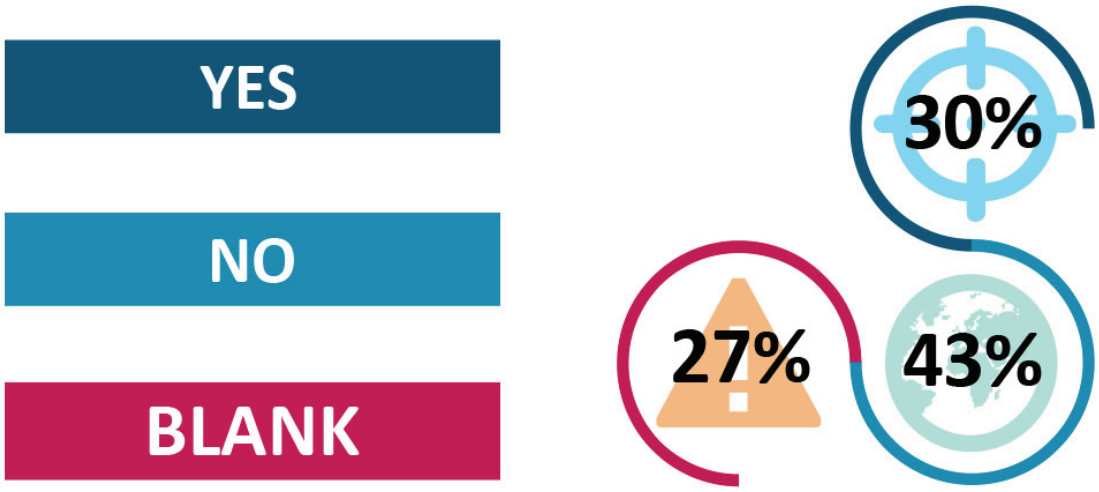
64% of the reports stated that the ships used tugs, this is 2% less compared to last year. Only one comment was received that stated there was a mandatory number of tugs one needed to use although fewer would have been enough for the size of the ship.

Question 32 asks if the ship delivered garbage and/or sludge to the terminal:



Only 35% of the report indicated using garbage and /or sludge facilities at the terminal. Comments on this question are investigated in further detail in the special findings section of this report.

Question 33 asks if the terminal provided any fresh water supply facilities:



30% of the ships were supplied with fresh water. Some reports indicated that the terminal's fresh water offered was not safe for human consumption. In many cases, excessive costs of fresh water supplies were experienced.

Annex B: List on ports/terminals

In this annex, you will find the name of the 279 terminals that were registered in the BIMCO dry bulk vetting scheme database on 1 December 2018.

Name of Terminal	Country	UN/LOCODE	Number of reports
New Orleans	United States Of America	US-MSY	45
Veracruz	Mexico	MX-VER	34
Port Alfred	Canada	CA-PAF	24
Barranquilla	Colombia	CO-BAQ	23
Santander	Spain	ES-SDR	19
Santa Marta	Colombia	CO-SMR	18
Cartagena	Colombia	CO-CTG	16
Vancouver	Canada	CA-VAN	14
Puerto Cortes	Honduras	HN-PCR	12
Bilbao	Spain	ES-BIO	11
Cristobal	Panama	PA-CTB	11
Rio Haina	Dominican Republic	DO-HAI	10
Pointe-à-Pitre	Guadeloupe	GP-PTP	10
Port Of Moa	Cuba	CU-MOA	9
Gladstone	Australia	AU-GLT	8
Kingston	Jamaica	JM-KIN	8
Houston	United States Of America	US-HOU	8
Port Hedland	Australia	AU-PHE	7
Port Arthur	United States Of America	US-POA	7
Dampier	Australia	AU-DAM	6
Devonport	Australia	AU-DPO	6
Thunder Bay	Canada	CA-THU	6
Baton Rouge	United States Of America	US-BTR	6
Puerto Cabello	Venezuela	VE-PBL	6
Tampa	United States Of America	US-TPA	6
Port-Au-Prince	Haiti	HT-PAP	6
Altamira	Mexico	MX-ATM	6
Quebec	Canada	CA-QUE	5
Newcastle	Australia	AU-NTL	5
Cienaga	Colombia	CO-CIE	5
Szczecin	Poland	PL-SZZ	5
Galveston	United States Of America	US-GLS	5
Lake Charles	United States Of America	US-LCH	5
Xiamen Gaoqi	China	CN-XMN	5
Tianjin	China	CN-TXG	5
Fort-De-France	Martinique	MQ-FDF	5

Point Comfort	United States Of America	US-PCR	5
Richards Bay	South Africa	ZA-RCB	5
Townsville	Australia	AU-TSV	4
Antwerp	Belgium	BE-ANR	4
Begne	Belgium	BE-GNE	4
Papenburg	Germany	DE-PAP	4
Santo Domingo	Dominican Republic	DO-SDQ	4
Puerto Quetzal	Guatemala	GT-PRQ	4
Port Esquivel	Jamaica	JM-PEV	4
Rotterdam	Netherlands	NL-RTM	4
Ponce	Puerto Rico	PR-PSE	4
Point Lisas	Trinidad & Tobago	TT-PTS	4
Burns Harbor	United States Of America	US-BNB	4
Cleveland	United States Of America	US-CLE	4
Gramercy	United States Of America	US-GRY	4
Saldanha Bay	South Africa	ZA-SDB	4
Port Kembla	Australia	AU-PKL	3
Bonaire	Bonaire	BQ-BON	3
Sao Luis	Brazil	BR-SLZ	3
Santos	Brazil	BR-SSZ	3
Tubarao	Brazil	BR-TUB	3
Freeport	Bahamas	BS-FPO	3
Sorel	Canada	CA-SOR	3
Bayuquan	China	CN-BYQ	3
Jiangyin	China	CN-JGY	3
Kanmen	China	CN-KMN	3
Qingdao	China	CN-QDG	3
Zhenjiang	China	CN-ZHE	3
Buenaventura	Colombia	CO-BUN	3
Barahona	Dominican Republic	DO-BRX	3
Parnu	Estonia	EE-PRN	3
Santo Tomas De Castilla	Guatemala	GT-STC	3
Krishnapatnam	India	IN-KRI	3
Paradip	India	IN-PPT	3
Coatzacoalcos	Mexico	MX-COA	3
Tampico	Mexico	MX-TAM	3
Manzanillo	Mexico	MX-ZLO	3
Dordrecht	Netherlands	NL-DOR	3
Mosjoen	Norway	NO-MJF	3
Saint Petersburg	Russian Federation	RU-LED	3
Vanino	Russian Federation	RU-VNN	3
Al Jubail Port	Saudi Arabia	SA-JUB	3
Stockholm	Sweden	SE-STO	3

Beaumont	United States of America	US-BPT	3
Milwaukee	United States of Afmerica	US-MKE	3
Nolan	United States of America	US-NLZ	3
Norfolk	United States of America	US-ORF	3
Richmond	United States of America	US-RIC	3
Mina Saqr	United Arab Emirates	AE-MSA	2
Bing Bong	Australia	AU-BBG	2
Melbourne	Australia	AU-MEL	2
Port Lincoln	Australia	AU-PLO	2
St.George	Bermuda	BM-SGE	2
Itaguai	Brazil	BR-IGI	2
Itaguai	Brazil	BR-SPB	2
Vila Do Conde	Brazil	BR-VDC	2
Baie Comeau	Canada	CA-BCO	2
Contrecoeur	Canada	CA-COC	2
Halifax	Canada	CA-HAL	2
Port-Cartier	Canada	CA-PCA	2
Three Rivers	Canada	CA-TRR	2
North Vancouver	Canada	CA-VAC	2
Beilun	China	CN-BEI	2
Caofeidian	China	CN-CFD	2
Dalian	China	CN-DLC	2
Jingtang	China	CN-JTG	2
Longkou	China	CN-LKU	2
Qinzhou	China	CN-QZH	2
Rizhao	China	CN-RZH	2
Shanghai Hongqiao	China	CN-SHA	2
Zhoushan Pt	China	CN-ZOS	2
Puerto Bolivar	Colombia	CO-PBO	2
Pueblo Nuevo	Colombia	CO-PNU	2
Matanzas	Cuba	CU-QMA	2
Hamburg	Germany	DE-HAM	2
Puerto Plata	Dominican Republic	DO-POP	2
Tornio	Finland	FI-TOR	2
Pointe-à-Pitre	Guadeloupe	GP-PAP	2
Fond Mombin	Haiti	HT-FOM	2
Samarinda	Indonesia	ID-SRI	2
Mumbai	India	IN-BOM	2
Haldia	India	IN-HAL	2
Bari	Italy	IT-BRI	2
Rocky Point	Jamaica	JM-ROP	2
Tobata/Kitakyushu	Japan	JP-TBT	2
Vavouto	New Caledonia	NC-VAV	2

Aaheim	Norway	NO-AHM	2
Kjopsvik	Norway	NO-KJK	2
Karmoy	Norway	NO-KMY	2
Narvik	Norway	NO-NVK	2
Tauranga	New Zealand	NZ-TRG	2
Las Minas	Panama	PA-PBM	2
Callao	Peru	PE-CLL	2
Sines	Portugal	PT-SIE	2
Mesaieed	Qatar	QA-MES	2
Constanta	Romania	RO-CND	2
Bangkok	Thailand	TH-BKK	2
Port-Of-Spain	Trinidad & Tobago	TT-POS	2
Nikolaev	Ukraine	UA-NIK	2
Baltimore	United States of America	US-BAL	2
Beaumont	United States of America	US-BUO	2
Jacksonville	United States of America	US-IJX	2
Mobile	United States of America	US-MOB	2
Newport News	United States of America	US-NOZ	2
Panama City	United States of America	US-PFN	2
Savannah	United States of America	US-SAV	2
Vung Ang	Vietnam	VN-VAG	2
Durban	South Africa	ZA-DUR	2
Offshore Fujairah	United Arab Emirates	AE-OFJ	1
Ruwais Port	United Arab Emirates	AE-RWP	1
Quebracho/San Lorenzo	Argentina	AR-QBR	1
San Lorenzo	Argentina	AR-SLO	1
Adelaide	Australia	AU-ADL	1
Auard	Australia	AU-ARD	1
Brisbane	Australia	AU-BNE	1
Sidney	Australia	AU-BVE	1
Esperance	Australia	AU-EPR	1
Kwinana	Australia	AU-KWI	1
Port Pirie	Australia	AU-PPI	1
Dalrymple Bay	Australia	AU-PTD	1
Sydney	Australia	AU-SYD	1
Weipa	Australia	AU-WEI	1
Whyalla	Australia	AU-WYA	1
Bridgetown	Barbados	BB-BGI	1
Mongla	Bangladesh	BD-MGL	1
Bahrain Steel Jetty	Bahrain	BH-BAH	1
Mina Sulman	Bahrain	BH-MIN	1
Acarau	Brazil	BR-ACU	1
Antonina	Brazil	BR-ANT	1

Rio Grande	Brazil	BR-GSU	1
Itaqui	Brazil	BR-ITQ	1
Porto Alegre	Brazil	BR-PBX	1
Praia Mole	Brazil	BR-PRM	1
Rio Grande	Brazil	BR-RIG	1
Santarem	Brazil	BR-STM	1
Belize City	Belize	BZ-BZE	1
Auld'S Cove	Canada	CA-ACO	1
Bayside	Canada	CA-BAS	1
Fort-Saint-John	Canada	CA-FSJ	1
Goderich	Canada	CA-GOH	1
Hamilton	Canada	CA-HAM	1
Port Moody/Vancouver	Canada	CA-PMO	1
Roberts Bank	Canada	CA-RTB	1
Three Rivers	Canada	CA-THREE	1
Toronto	Canada	CA-TOR	1
Windsor	Canada	CA-WND	1
Abidjan	Cote D'Ivoire	CI-ABJ	1
Totoralillo (Caldera)	Chile	CL-CLD	1
Puerto Lirquen	Chile	CL-LQN	1
Puerto Montt	Chile	CL-PMC	1
Patillos Cove	Chile	CL-PTI	1
San Antonio	Chile	CL-SAI	1
Beijing Terminal	China	CN-BJS	1
Caojing	China	CN-CJG	1
Dagang	China	CN-DAA	1
Dandong	China	CN-DDG	1
Dafeng / Yancheng	China	CN-DFG	1
Dongguan Pt	China	CN-DGG	1
Fangcheng Pt	China	CN-FAN	1
Lanshan	China	CN-LSN	1
Majistan/Zhoushan	China	CN-MAJ	1
Meizhou Wan	China	CN-MEZ	1
Ningde	China	CN-NDE	1
Nanjing	China	CN-NKG	1
Nantong Pt	China	CN-NTG	1
Rugao	China	CN-RUG	1
Shanghai	China	CN-SGH	1
Qingdao Liuting	China	CN-TAO	1
Taizhou	China	CN-TZO	1
Yangjiang	China	CN-YJI	1
Yantai	China	CN-YTG	1
Zhanjiang	China	CN-ZHA	1

Zhangjiagang	China	CN-ZJG	1
Tolu	Colombia	CO-TLU	1
Puerto Limon	Costa Rica	CR-LMN	1
Guayabal	Cuba	CU-GYB	1
Nicosia	Cyprus	CY-NIC	1
Vasilikos	Cyprus	CY-VAS	1
Brake	Germany	DE-BKE	1
Rostock	Germany	DE-RSK	1
Esbjerg	Denmark	DK-EBJ	1
La Romana	Dominican Republic	DO-LRM	1
Manzanillo	Dominican Republic	DO-MAN	1
San Pedro	Dominican Republic	DO-SPM	1
Annaba	Algeria	DZ-AAE	1
Arzew	Algeria	DZ-AZW	1
Bejaia Port	Algeria	DZ-BJA	1
Esmeraldas	Ecuador	EC-ESM	1
Muuga	Estonia	EE-MUG	1
Puerto De Aviles	Spain	ES-AVS	1
Concubion	Spain	ES-CCN	1
Puerto De Ferrol	Spain	ES-FRO	1
La Coruna	Spain	ES-LCG	1
Kalajoki	Finland	FI-KJO	1
Pori	Finland	FI-POR	1
Brest	France	FR-BES	1
Caen	France	FR-CFR	1
Nantes	France	FR-NTE	1
Belfast	United Kingdom	GB-BEL	1
Immingham	United Kingdom	GB-IMM	1
Londonderry	United Kingdom	GB-LDY	1
Liverpool	United Kingdom	GB-LIV	1
Teesport	United Kingdom	GB-TEE	1
Tilbury	United Kingdom	GB-TIL	1
Tyne	United Kingdom	GB-TYN	1
Itea	Greece	GR-ITA	1
Mylaki	Greece	GR-MYL	1
Santo Tomas de Castilla	Guatemala	GT-IZ4	1
Apra Harbor	Guam, USA	GU-APR	1
George Town	Guyana	GY-GEO	1
San Lorenzo	Honduras	HN-SLO	1
Adang Bay	Indonesia	ID-ADB	1
Banjarmasin	Indonesia	ID-BDJ	1
Port Ciwandan	Indonesia	ID-CIW	1
Gresik	Indonesia	ID-GRE	1

Manokwari	Indonesia	ID-MKW	1
Muara Berau	Indonesia	ID-MUB	1
North Pulau	Indonesia	ID-NPL	1
Padang	Indonesia	ID-PDG	1
Muara Satui	Indonesia	ID-STU	1
Jakarta	Indonesia	ID-UTC	1
Moneypoint	Ireland	IE-MOT	1
Hadera	Israel	IL-HAD	1
Dhamra	India	IN-DMQ	1
Gangavaram	India	IN-GGV	1
Hazira Port/Surat	India	IN-HZA	1
Jaigarh	India	IN-JGD	1
Kakinada	India	IN-KAK	1
Chennai	India	IN-MAA	1
Mormugao	India	IN-MRM	1
Paradip	India	IN-PRT	1
Tuticorin	India	IN-TUT	1
Livorno	Italy	IT-LIV	1
Marina Di	Italy	IT-MDC	1
Manfredonia	Italy	IT-MFR	1
Oristano	Italy	IT-QOS	1
Taranto	Italy	IT-TAR	1
Venice	Italy	IT-VCE	1
Kinuura	Japan	JP-KNU	1
Onahama	Japan	JP-ONA	1
Susaki, Jpsuz	Japan	JP-SUZ	1
Tsukumi	Japan	JP-TMI	1
Tomakomai	Japan	JP-TMK	1
Yokkaichi	Japan	JP-YKK	1
Mombasa	Kenya	KE-MBA	1
Onsan (Ulsan)	South Korea	KR-ONS	1
Pyeongtaek	South Korea	KR-PTK	1
Busan	South Korea	KR-PUS	1
Yeosu Apt	South Korea	KR-RSU	1
Ulju-Gun/Ulsan	South Korea	KR-UJU	1
Trincomalee	Sri Lanka	LK-TRR	1
Klaipeda	Lithuania	LT-KLJ	1
Al Khums	Lybia	LY-KHO	1
Casablanca	Morocco	MA-CAS	1
Saipan, Mpspn	Northern Mariana Islands	MP-SPN	1
Rosario	Argentina	MX-LRS	1
Progreso	Mexico	MX-PGO	1
Topolobampo	Mexico	MX-TPB	1

Tuxpan	Mexico	MX-TUX	1
Bintulu	Malaysia	MY-BTU	1
Lahad Datu	Malaysia	MY-LDU	1
Langkawi	Malaysia	MY-LGK	1
Lumut	Malaysia	MY-LUM	1
Manjung Lumut	Malaysia	MY-MAN	1
Nacala	Mozambique	MZ-MNC	1
Maputo	Mozambique	MZ-MPM	1
Houailou	New Caledonia	NC-HLU	1
Noumea	New Caledonia	NC-NOU	1
Lagos	Nigeria	NG-LOS	1
Port Harcourt	Nigeria	NG-PHC	1
Corinto	Nicaragua	NI-CIO	1
Ijmuiden/Velsen	Netherlands	NL-IJM	1
Schiedam	Netherlands	NL-SCI	1
Sluiskil	Netherlands	NL-SLU	1
Terneuzen	Netherlands	NL-TNZ	1
Forde	Norway	NO-FDE	1
Husnes	Norway	NO-HUS	1
Kragero	Norway	NO-KRA	1
Kristiansand	Norway	NO-KRS	1
Laksevag	Norway	NO-LVG	1
Olensvag	Norway	NO-OVG	1
Svelgen	Norway	NO-SVE	1
Stavanger	Norway	NO-SVG	1
Marsden Point	New Zealand	NZ-MAP	1
Napier	New Zealand	NZ-NPE	1
New Plymouth	New Zealand	NZ-NPL	1
Nelson	New Zealand	NZ-NSN	1
Wellington	New Zealand	NZ-WLG	1
Whangarei	New Zealand	NZ-WRE	1
Salalah	Oman	OM-SLL	1
Las Minas	Panama	PA-MNP	1
Matarani	Peru	PE-MRI	1
Paita	Peru	PE-PAI	1
Salaverry	Peru	PE-SVY	1
Batangas/Luzon	Philippines	PH-BTG	1
Port Sual	Philippines	PH-MSC	1
Subic Bay	Philippines	PH-SFS	1
Gdansk	Poland	PL-GDN	1
San Juan	Puerto Rico	PR-SJU	1
Lomonosov	Russian Federation	RU-LOM	1
Ust Luga	Russian Federation	RU-ULU	1

Gizan	Saudi Arabia	SA-GIZ	1
Yanbu Industrial	Saudi Arabia	SA-YBI	1
Hargshamn	Sweden	SE-HAN	1
Oxelosund	Sweden	SE-OXE	1
Ronnskar	Sweden	SE-ROR	1
Stora Vika	Sweden	SE-STV	1
Dakar	Senegal	SN-DKR	1
Paramaribo	Suriname	SR-PBM	1
Khanom	Thailand	TH-KHA	1
Koh Sichang	Thailand	TH-KSI	1
Laem Chabang	Thailand	TH-LCH	1
Eregli	Turkey	TR-ERE	1
Iskenderun	Turkey	TR-ISK	1
Nemrut Bay	Turkey	TR-NEM	1
Kaohsiung	Taiwan	TW-KHH	1
Taipei	Taiwan	TW-TPE	1
Taichung	Taiwan	TW-TXG	1
Dar Es	Tanzania	TZ-DAR	1
Alabama	United States of America	US-A9L	1
Grays Harbor	United States of America	US-AGP	1
Beatty	United States of America	US-BTY	1
Convent	United States of America	US-CEN	1
Claymont	United States of America	US-CLA	1
Detroit	United States of America	US-DET	1
Duluth	United States of America	US-DLH	1
Darrow	United States of America	US-DRR	1
Morrisville	United States of America	US-FAH	1
Michigan	United States of America	US-IGX	1
Newport News	United States of America	US-NNS	1
Newark	United States of America	US-NYC	1
Anacortes	United States of America	US-OTS	1
Palm Beach	United States of America	US-PAB	1
Port Everglades	United States of America	US-PEF	1
Portland	United States of America	US-PQD	1
Reserve	United States of America	US-RSF	1
Brunswick	United States of America	US-SSI	1
Nueva Palmira	Uruguay	UY-NVP	1
Bajo Grande	Venezuela	VE-BJV	1
El Jose	Venezuela	VE-ELJ	1
Vejot	Venezuela	VE-JOT	1
Matanzas	Venezuela	VE-MTV	1
Punta Cardan	Venezuela	VE-PCN	1
Vietnam	Vietnam	VN-NGH	1

Hochimin	Vietnam	VN-SGN	1
Vung Tao	Vietnam	VN-VUT	1
Campha	Vietnam	VN-CPB	1