BIMCO's DRY BULK TERMINALS VETTING REPORT FOR 2019

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 July 2019.

Maritime Technology and Regulation

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BIMCO's dry bulk terminals vetting report for 2019

1. Introduction

BIMCO launched its Dry Bulk Terminals Vetting scheme on 19 January 2015. The answers received from the vetting questionnaire are used to create a database on port/terminal practices that will be used for statistical purposes and the 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, operational difficulties or surges at a particular terminal.

This report is the fourth of its kind and the results are based on data collected from 19 January 2015 to 1 July 2019.

BIMCO invites more owners to encourage their ships to submit reports as this is a crucial factor to the future success of the survey. An increase in the number of reports will ultimately help create a better tool and reliable results. Not only will there be a wider geographical spread of ports represented, but also a reduction in the impact that outliers have on the overall results.

More information on 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. If a specific port has more than five entries the answers can be read by BIMCO members under the specific port name 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:

- 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

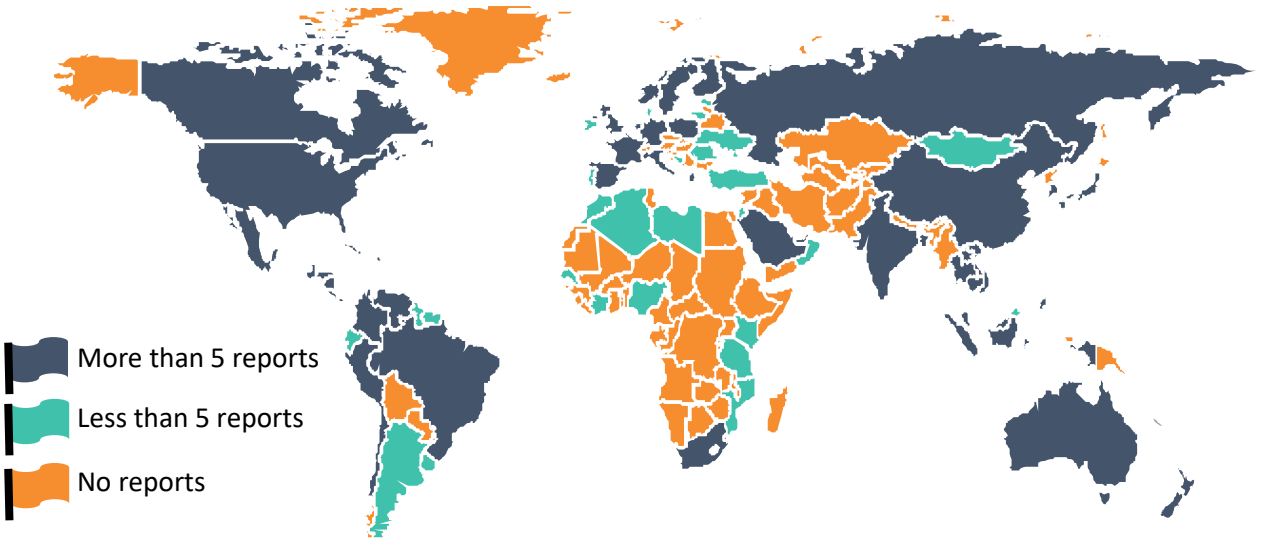


Figure 1: The map shows that 89 countries had terminals, which are included in the vetting scheme

The statistics in this report have been based on a total of 1090 reports from 419 different terminals around the world, which is an increase of 38 terminals from last year.

- 419 terminals were covered by the vetting scheme
- 89 countries were included in the scheme
- 50 terminals had more than five reports
- 161 ships participated in the vetting scheme, which is an increase of 17 ships compared to 2018.

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 July 2019, 50 ports had five reports or more - an increase by 10 ports compared to previous years.

Summary	
Total Number of New Reports =	237
Total Number of Ships Reporting =	40
Total Ports reported on =	118
Total Countries covered =	46

Table 1: Summary of new data included in this report

Figure 2: The percentage of operations vetted in reports

Below, there is an overview of the top 50 ports, where at least five reports have been submitted. The individual reports ratings spanned from excellent to poor. However, the score used to rank the ports is calculated based on a weighing system, where loading and unloading has 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.

On BIMCO's website, 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
Marsden Point	New Zealand	NZ-MAP	12	★★★★
Port Hedland	Australia	AU-PHE	7	★★★★
Santander	Spain	ES-SDR	24	★★★★
Cienaga	Colombia	CO-CIE	5	★★★★
Bilbao	Spain	ES-BIO	11	★★★★
Devonport	Australia	AU-DPO	6	★★★★
Quebec	Canada	CA-QUE	5	★★★★
Port Alfred	Canada	CA-PAF	24	★★★★
Szczecin	Poland	PL-SZZ	5	★★★★
Puerto Santo Tomás de Castilla	Guatemala	GT-STC	10	★★★★
Dampier	Australia	AU-DAM	6	★★★★
Begne	Belgium	BE-GNE	5	★★★★
Rio Haina	Dominican Republic	DO-HAI	10	★★★★
Richards Bay	South Africa	ZA-RCB	5	★★★★
Ponce	Puerto Rico	PR-PSE	6	★★★★
Santa Marta	Colombia	CO-SMR	28	★★★★
Rotterdam	Netherlands	NL-RTM	6	★★★★
Gladstone	Australia	AU-GLT	8	★★★★
Thunder Bay	Canada	CA-THU	6	★★★★
Port Arthur	USA	US-POA	8	★★★★
Baton Rouge	USA	US-BTR	10	★★★★
Puerto Cortes	Honduras	HN-PCR	14	★★★★
Lake Charles	USA	US-LCH	5	★★★★
Veracruz	Mexico	MX-VER	39	★★★★
Cartagena	Colombia	CO-CTG	20	★★★★
Newcastle	Australia	AU-NTL	5	★★★★
Jingtang	China	CN-JTG	5	★★★★
Puerto Cabello	Venezuela	VE-PBL	6	★★★★
Pointe A Pitre	Guadeloupe	GP-PTP	10	★★★★
Point Comfort	USA	US-PCR	5	★★★★
Vancouver	Canada	CA-VAN	21	★★★
Bahia Las Minas	Panama	PA-CTB	12	★★★
Houston	USA	US-HOU	10	★★★
Tampa	USA	US-TPA	9	★★★
Pointe A Pitre	Guadeloupe	GP-PAP	6	★★★
Port Esquivel	Jamaica	JM-PEV	5	★★★
Tianjin	China	CN-TXG	5	★★★
Moa	Cuba	CU-MOA	13	★★★
Tampico	Mexico	MX-TAM	5	★★★

Qingdao	China	CN-QDG	5	★★★
Xiamen	China	CN-XMN	5	★★★
New Orleans	USA	US-MSY	57	★★★
Barranquilla	Colombia	CO-BAQ	32	★★★
Kingston	Jamaica	JM-KIN	10	★★★
Galveston	USA	US-GLS	5	★★★
Gramercy	USA	US-GRY	5	★★★
Fort De France	Martinique	MQ-FDF	7	★★★
Altamira	Mexico	MX-ATM	8	★★★
Port-Au-Prince	Haiti	HT-PAP	6	★★★
Townsville	Australia	AU-TSV	5	★★

Table 2: Ranking of ports with five or more reports

Of the 50 ports covered in this report, 49 were rated average or very good, with one (Townsville, Australia) rated as fair. The reports show that good communication and coordination between ship and terminal form a crucial part of port performance and is acknowledged in written responses by masters. The geographical spread of the reports is still not as diverse as BIMCO had initially expected. However, with an increase in 10 ports with 5 or more reports this is slowly changing as more ships submit information. There remain some ports that are substantially outnumbering others with regards to reports submitted, for example New Orleans and Veracruz.

Region	Ports	Number of Reports Received	Percentage of all Reports
Africa	23	33	3.0%
Asia	118	181	16.6%
Australia	32	82	7.5%
Europe	76	147	13.5%
Central America	41	167	15.3%
North America	78	325	29.8%
South America	51	155	14.2%

Table 3: Number of reports and percentage share of submitted reports by region

There are now 132 companies taking part in the vetting scheme, which is a slight increase from last year. However, with more results being submitted from the other regions, there is a greater level of geographical diversity. There are still regions which are underrepresented and as such more ships should report in order to establish a robust data foundation for further statistical considerations. The additional 237 reports received in 2019 introduced 38 new ports and 17 new ships now reporting. However, these do not address the difference in the number of reports that North American receives in comparison to Africa or Australia.

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

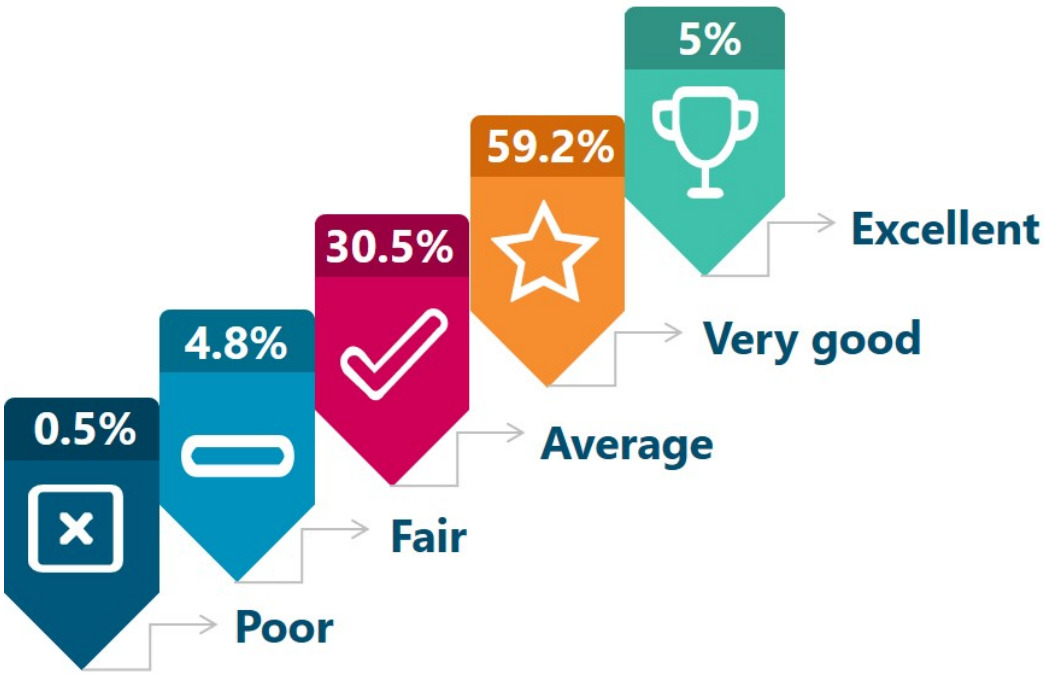


Figure 3: Results on the overall experience with the terminal

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

A total of 95% of all reports were rated as average or better, which gave an average rating of 3.6. This result remains consistent with last year’s results. Positive feedback was given on the communication and cooperation between ship and terminal, and the smoothness and safety of operations. At the lower end of the spectrum, critical comments highlighted that the lack of language skills continues to be a regular occurrence. Unfavourable comments were also received suggesting that some terminals and equipment were not suited to the planned operations.

Only two terminals had an overall rating of Poor (Amsterdam in the Netherlands and Salaverry in Peru). This low score is based on only one report being submitted for these ports. More submissions are required to make a definitive conclusion. The comments indicate that the low score was given due to communication and safety issues between ship and terminal. The twenty terminals that were rated as Fair have commonalities in the comments regarding the suitability of the terminal and equipment for the operations being attempted.

Terminal handling of loading and unloading

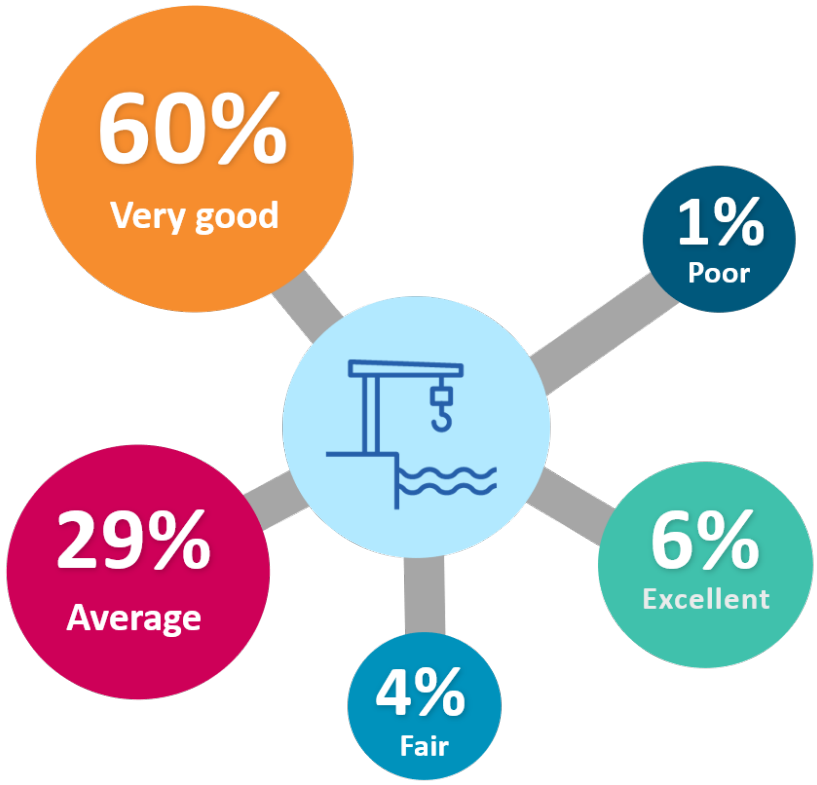


Figure 4: Rate the way the terminal handles the loading/ unloading

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

A total of 95% of the reports were rated average or better resulting in an average rating of 3.6, which again remains consistent with last year. There is a slight increase in the percentage of reports rated very good and excellent which is a positive sign of improvements in port performance.

Terminal mooring and berth arrangements

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. 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 space to complete ship manoeuvres and general port restrictions, which include the timeframe available for berthing/unberthing.

Figure 5: The above numbers provide the average ratio on satisfaction of the mooring arrangements (including fenders, bollards, etc.)

Information exchange between 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 remains the same as last year's result. There was a strong move of ratings from Average to Very Good, with supporting comments continuing to praise the communication. Where terminals rated badly, comments indicated a lack of communication, or language barriers between ship's crew and shore staff. This continues to be an area of concern.

Operational changes were well shared and received. The means of communication differed but there was a significant number of instances of utilizing a terminal appointed foreman as the primary contact between ship and terminal.

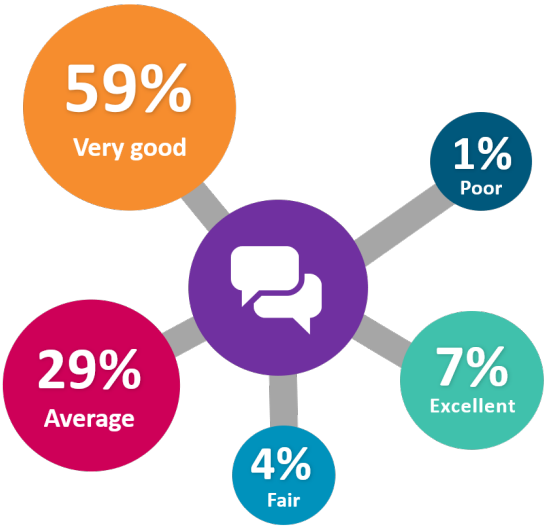


Figure 6: The above numbers provide the average ratio of the overall experience of the communication between the ship and terminal

Terminal equipment

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 3.6. 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.

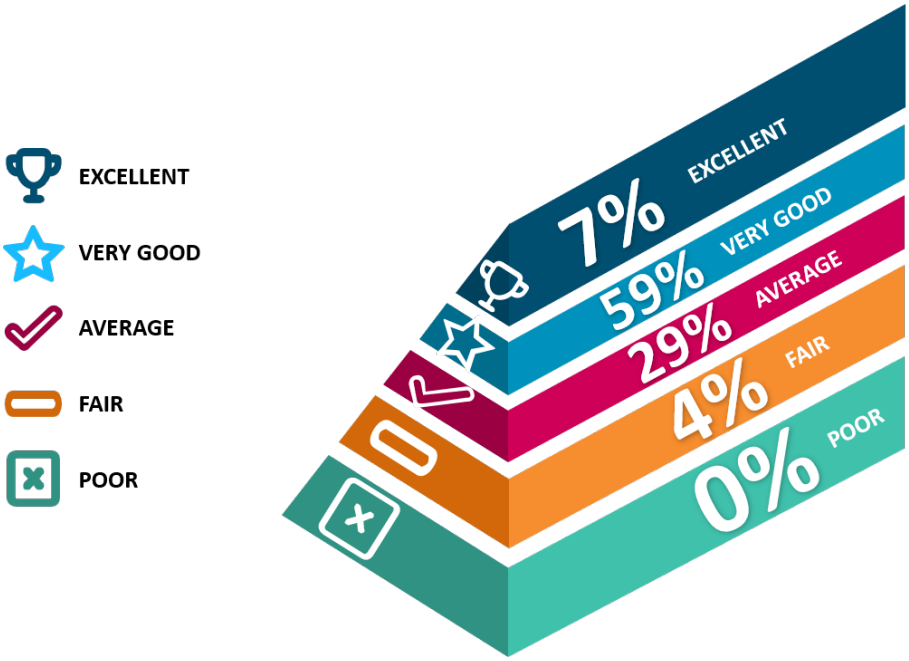


Figure 7: *Rating of terminal equipment with regard to maintenance and safe working conditions*

Terminal services:

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 96% of the reports were rated better than average, giving an average result of 3.6. The services were to a high degree, used and welcomed by the ships and this is indicated in the increased percentage of reports rating very good or excellent. In some cases, ships commented that the costs of the services were found to be too high or unavailable. 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. There were also numerous comments regarding the unavailability of fresh water.

Figure 8: The above numbers provide the average ratio of the overall experience with the services provided by the terminal

5. Port services

This section will discuss some of the findings within the reports regarding port services. The comments received from the survey have similarities and contain some key themes that this short section will discuss. The first theme that will be discussed will address some of restrictions that a terminal may have, including those that impact on crew shore leave and resupply. The next theme will be garbage and waste reception. Finally, this section will discuss some of the comments regarding the availability of fresh water.

26% of all reports highlighted restrictions to berthing and departure. Many of these related to natural occurrences such as tidal issues or ports only accessible during daylight due to pilot availability. Several comments highlighted concerns with traffic from other users, including smaller fishing ships.

A significant number of reports, 17.5%, highlighted a rise in the number of instances were a ship is not able to set their gangway. This represents a significant safety risk, especially as it hinders the escape of the crew in an emergency situation. This coupled with an increase in the times reported that the Emergency Procedure Notice was not provided, highlights that crew safety is not always a priority for terminals.

There is no practical solution to overcome the issues raised regarding setting of the gangway. All that can be done is to encourage terminals to share information regarding the size of berths with ships during the planning stage. By sharing this information, it will allow the master on board to be aware of the restriction prior to arrival and be able to plan alternative arrangements. The same

can be said for the port sharing the emergency procedure notice, which must be encouraged. If a ship does not receive the notice, the master should be requesting it as it is a vital part of ensuring crew safety.

There was a mixture of responses to questions regarding the restrictions on both shore leave and the supply of stores/spares. 15% of reports highlighted limitations. Post-September 11, and the introduction of ISPS, has meant that seafarers are now subject to tighter security regulations in ports. As the largest percentage of all reports focus on North America, the overall figure from the reports maybe skewed because the US enforce stricter regulations regarding foreign crews and visas. In the US these crew member visas (version D-1) must be obtained from a US consulate prior to arriving in the US port

There were also comments suggesting that due to the location of the berth, physical access to the terminal itself acted as limitation for crew leave and the delivery of supplies. If a ship in a busy terminal is reliant on a supply ship to ferry crew or supplies, the service provided may not be adequate to enable those transfers to occur within the window that the ship is in port.

Other reports highlighted that shore leave was expensive, limited to senior crew and had to be applied for in advance. Comments were also received that when the crew were allowed ashore, they needed to use the terminal provided shuttle buses or taxis, which were often late or delayed.

Shore leave is a vital part of ensuring the well-being of a ship's crew. It boosts mental wellbeing and reduces the impacts, like stress and home sickness, of working in confined spaces. It is therefore important easy access is granted by the terminal. The Convention on Facilitation of International Maritime Traffic (FAL), which states that crew members shall not be required to hold a visa for the purpose of shore leave, should be adhered to by the ports and terminals..

Last year's report summarised some of the core themes found from the survey regarding waste management. There is increased momentum by the industry to improve ship and port waste facilities especially due to the UN's Sustainable Development Goal 14 – Life Below the Water.

Adequate waste reception facilities in terminals are paramount for a ship's environmental management. 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 the ship. However, 63% of all the reports received indicated that they were unable to deliver garbage/sludge to the terminal. Whilst this figure is high, it may have been skewed by some responses indicating that waste reception facilities were unavailable when in fact the ship had not enquired about reception facilities. The reason masters may not have asked about such services is because the ship had no need to use the facilities. In these situations, the responses should rightly be categorised as 'N/A' not 'No'. However, there are still a significant number of comments that indicate that this service is unavailable, or too expensive at certain terminals. Also, if reception facilities are provided this is often with the terminal's own restrictions, evident where some terminals have complicated procedures regarding the classification of waste and can then only accept certain types.

According to the European Seaports Association (ESPO) there has been a significant increase in European ports monitoring ship waste (up 17% in five years). ESPO's Environmental Report 2018 placed air quality, for the fourth year in a row, as the top priority for ports in the year to come. Ships waste and garbage/port waste remain in the top ten, as 5th and 10th respectively. With climate change and water quality ranking 7th and 8th, it highlights that waste, while not at the top of the list is still an important part of EU's drive for sustainability. The focus on waste as reported by ESPO's is welcomed, but the results of the vetting scheme indicates that there is still some way to go.

Owners/operators are encouraged to use the IMO GISIS module on port reception facilities to determine the available services and the associated costs and requirements of using those services.

The IMO provides a method for reporting alleged inadequacies in port reception facilities. The master of a ship encountering difficulties with discharging waste should complete the form contained in MEPC.1/Circ.469/Rev.1 and forward this to the Flag State. Resolution MEPC.83(44) places the responsibility on the Flag State to notify the Port State and the IMO of the occurrence. BIMCO encourages the master to highlight terminals with inadequate reception facilities.

In regard to the availability of fresh water, only 30% of reports confirmed that they were supplied fresh water. Where responses said that fresh water was not supplied, a range of reasons for this are evident. These again include the expense as well as general availability.

In some cases, fresh water was available for the ship, but it was of such low quality that it was not suitable for human consumption. There were also several responses related to different terminals, that the service was damaged and therefore unavailable. Also, that the physical limitations, like the distance from the berth to the facility, made it difficult to connect to the service.

Being able to provide consumable fresh water to a ship is vital to ensure that the ship and crew can operate safely. It is therefore important that terminals in question should address this, and the costs associated with it.

6. Conclusion

The 1090 reports came from 161 ships and covered 419 different terminals across 89 countries. 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 towards a more balanced outcome on the upper level: between average and very good. This year saw the first terminal being rated excellent.

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 whilst also allowing the identification and discussion of regional trends.

The reporting indicates a generally high standard of dry bulk terminals with most of the scores being on the positive side. All the sections of the report scored evenly throughout, with the majority of them tending towards very good. This is a good indication that dry bulk terminals in general are well received and that the outliers, due to unforeseen issues, are not skewing the results.

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. This also includes addressing, where appropriate, some of the concerns raised due to the diversity in sizes of ships using certain terminals.

The increase in critical responses in regard to the setting of the gangway, the availability of the Emergency Procedure Notice, and inaccuracies in charting of berth depths highlights the importance of terminals addressing the safety of crew and ships. BIMCO urges terminals to put an emphasis on these matter in the future.

Communication and coordination between the ship and terminal as well as the exchange of information was in general rated above average. This is a continued trend from the previous years. However, another continuation from past years is the need for some terminals to improve the language skills of terminal personnel as this is still often commented upon as a limitation.

The final issues are that of port reception facilities and availability of fresh water. Both these concerns are ongoing areas of focus for BIMCO as they have a significant impact on the ship and its crew. The inadequate number of terminals offering this service coupled with the increased expense of these services is concerning and is an area that needs to be improved in the future.

On a positive note, over the past six months BIMCO has had several terminals who would like to engage in the dialogue – all based on the of the Terminal Vetting Scheme.

7. The way forward

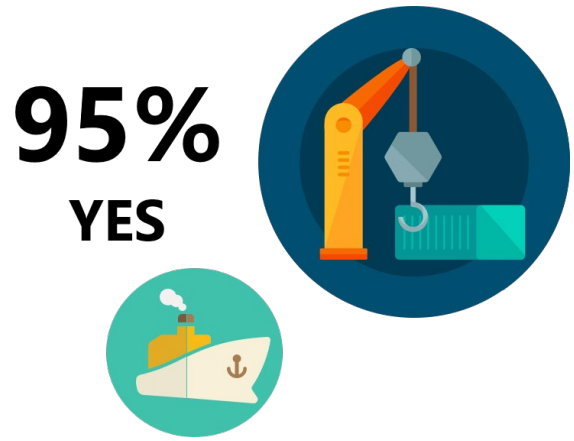
BIMCO's future plan for this vetting of dry bulk terminals will be based on a two-step approach:

- 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.

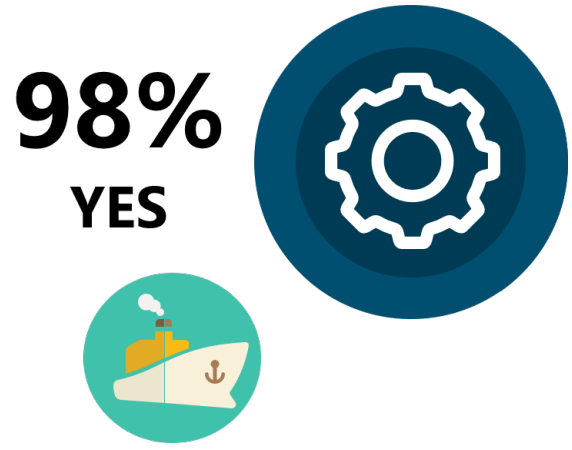
Annex A: Sub-questions on results and validation

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



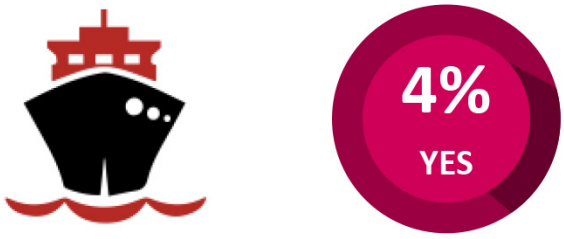
This diagram shows the percentage of reports that confirmed whether the terminal adhered to the agreed loading/unloading plan. There was a very high degree of compliance to the plan and very few comments were received on terminals making changes without notice. When changes were made, this was communicated well with the crew. This figure shows a slight improvement on last year's figures.

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



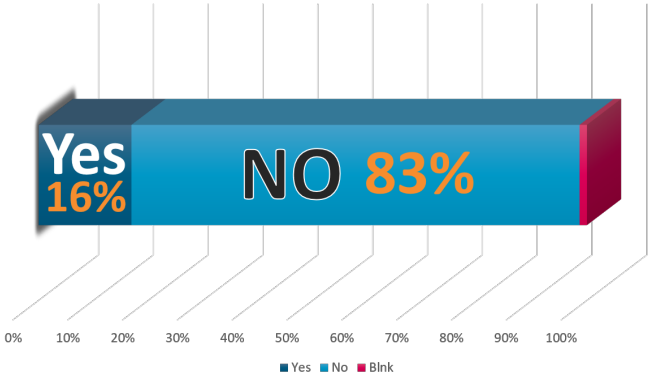
The figure shows the level of agreed loading/unloading plans available to the terminal control room personnel. There was almost full compliance with this issue, only three ports received reports that this was not the case. One port in particular received 5 negative reports, comments suggest that communication was generally poor in that terminal.

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



Question four 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 outlining restriction with ballast water exchange were due to the need to maintain a safe air draft or were in line with national legislation.

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

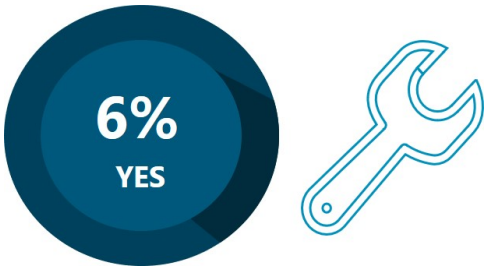


Again, this year, terminals to a high degree followed the loading plans throughout. The survey showed that the terminal often took the initiative to change loading plans and in the majority of cases this was after consultation with the master, and the crew had time to prepare for the alternative plan.

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

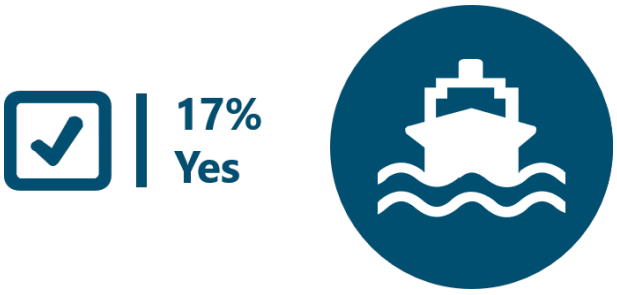
This figure demonstrates in how many cases shifting of ballast water was required for the completion of the loading operation. This is positive, but a slight decrease from last year has been observed.

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.

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, in both directions, 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 webpage. The ships did not report any accidents 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. This is a slight increase from last year, this could be due to the number of new ports now included in the report. The comments received related to many different causes, such as draft restrictions, tidal issues, or ports only accessible in daylight. Some comments received suggested some ports become crowded when busy limiting the ability to manoeuvre. 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. It is a concern that 17.5% were not able to set the gangway, which endangers the crew and hinders access to the ship. This figure is significantly higher than that of last year, which is a trend that needs to be reversed.

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

The 15% that experienced problems specified port and security regulations as the reason hindering smooth crew operations. This figure could be skewed by the large percentage of reports from North America where port restrictions are at their strictest. Several reports mentioned the additional costs associated with the delivery supplies into the terminal.

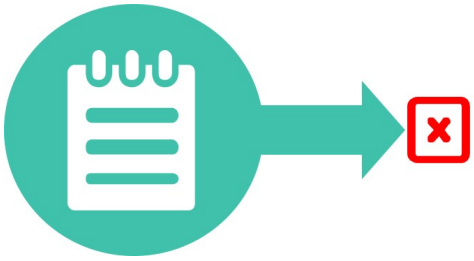
Question 18 asks if the shore lighting was suitable for the operation:

8%

NO

This figure has remained constant over the last few years, suggesting that there is generally sufficient illumination for berthing operations. But, the 8% of reports of insufficient lighting is still a cause of concern because of the related safety issues.

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



3%

NO

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 a common trend from comments to other parts of the survey.

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

20%

NO

Marking an increase from last year, it was not acceptable that 20% of the terminals did not provide this very important safety related notice. Some regions (Asia and Central America) gained a greater amount of reports where the notice was not provided. Increasing awareness of the importance of the provision of an emergency procedure notice is something that BIMCO will focus on in the future.

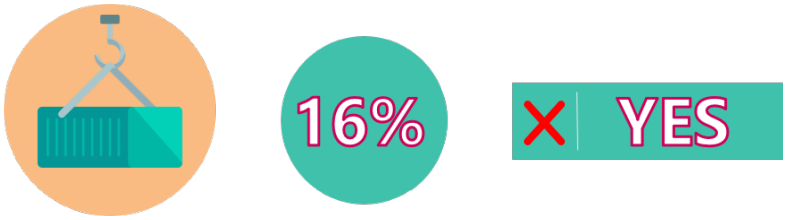
Question 22 asks if ships received sufficient information about the terminal to enable ships to plan the loading and unloading:

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 as this is an asset to those planning operations.

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

16% of the terminals forwarded the restrictions or limitations, which were mostly regarding 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:

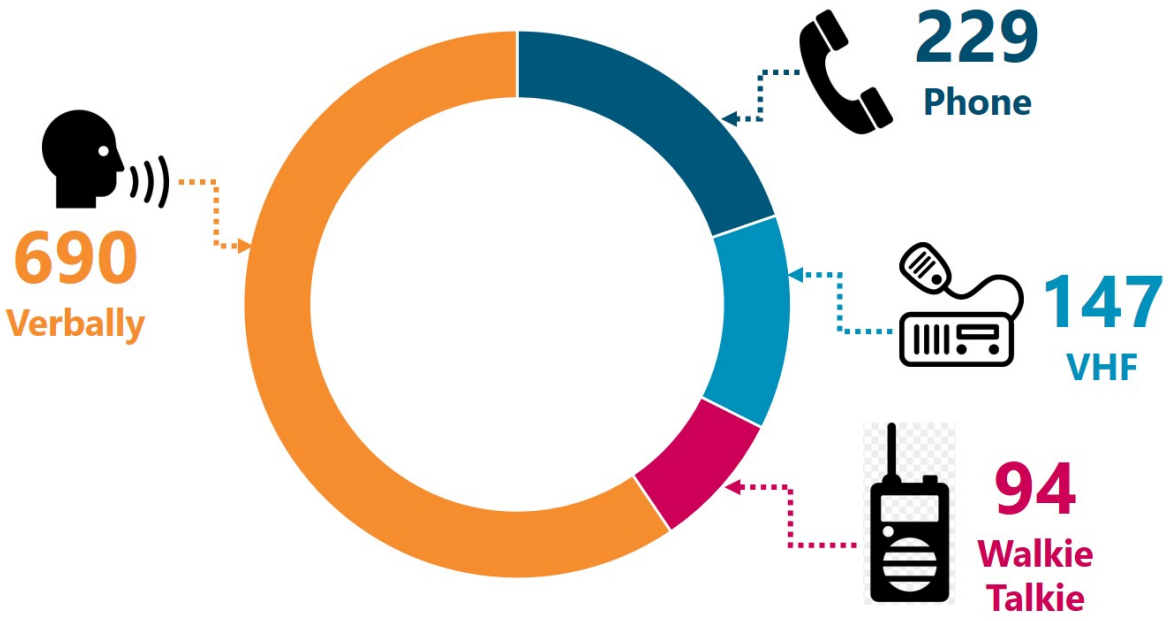


Only a very small amount of the reports experienced any unpleasant pressure regarding unsafe handling or loading rates. Some terminals used loading rates that were too fast for the size ship involved in the operations, which raised safety concerns regarding ballasting. Other reports stated a limited timeframe 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:

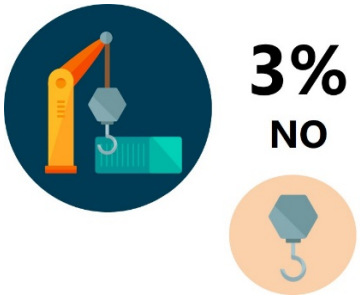
Also, this year, a high percentage of reports indicated a good level of information on operational changes. This remains unchanged to the previous years and supported in comments throughout all reports.

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



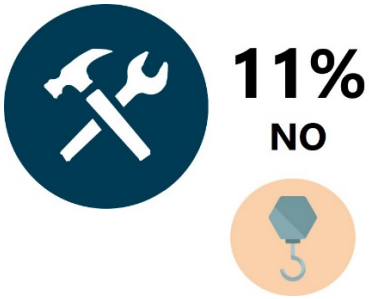
The means of communication between ship and terminal varied significantly but the tendency to use verbal communication through a terminal appointed foreman has increased slightly. There are still concerns raised regarding terminal staff's language skills.

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



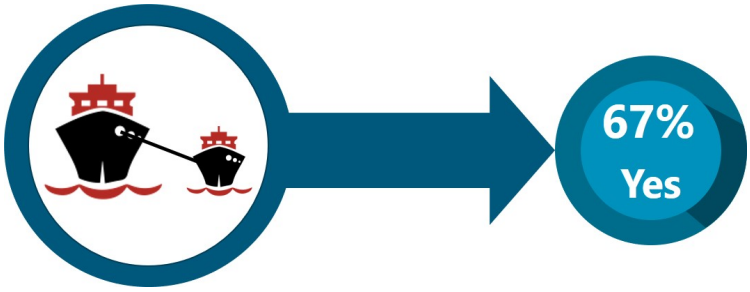
This result repeats the conclusions from last year where it is positive to see that almost every terminal possessed equipment suitable for the operation being undertaken by the ship. Comments from other parts of the survey could suggest that the operational constraints of shore equipment and size of ship involved in the operation could have led to the 3% that were reported as unfit for purpose.

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



Non-operational terminal equipment has seen an increase in this year's responses. A significant number of the comments received highlight deficiencies related to cranes and conveyor belts, intermittently working or broken completely. Some non-operations were due to natural occurrences like rain or widespread power failure. Few comments mentioned delays caused by non-operational equipment.

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

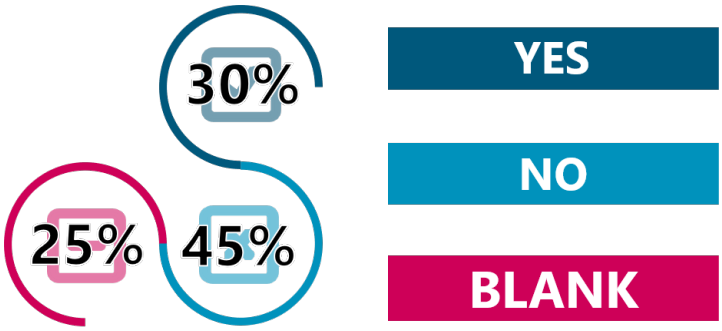


67% of the reports stated that the ships used tugs, a slight increase compared to last year. No comments were received related to tug operations or performance.

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

Only 34% of the reports indicated using garbage and /or sludge facilities at the terminal. Comments on reasons for garbage not being delivered to the terminal ranged from being too expensive or service not available.

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. There is still a significant number of terminals that do not have fresh water available, or that the facility is present but non-operational.

Annex B: List on ports/terminals

In this annex, you will find the name of the 419 terminals that were registered in the BIMCO dry bulk vetting scheme database on 1 July 2019.

Name of Terminal	Country	UN/LOCODE	Number of reports
New Orleans	USA	US-MSY	57
Veracruz	Mexico	MX-VER	39
Barranquilla	Colombia	CO-BAQ	32
Santa Marta	Colombia	CO-SMR	28
Port Alfred	Canada	CA-PAF	24
Santander	Spain	ES-SDR	24
Vancouver	Canada	CA-VAN	21
Cartagena	Colombia	CO-CTG	20
Puerto Cortés	Honduras	HN-PCR	14
Port of Moa	Cuba	CU-MOA	13
Marsden Point	New Zealand	NZ-MAP	12
Bahia Las Minas	Panama	PA-CTB	12
Bilbao	Spain	ES-BIO	11
Rio Haina	Dominican Republic	DO-HAI	10
Pointe à Pitre	Guadeloupe	GP-PTP	10
Puerto Santo Tomás De Castilla	Guatemala	GT-STC	10
Kingston	Jamaica	JM-KIN	10
Baton Rouge	USA	US-BTR	10
Houston	USA	US-HOU	10
Tampa	USA	US-TPA	9
Gladstone	Australia	AU-GLT	8
Altamira	Mexico	MX-ATM	8
Port Arthur	USA	US-POA	8
Port Hedland	Australia	AU-PHE	7
Fort De France	Martinique	MQ-FDF	7
Dampier	Australia	AU-DAM	6
Devonport	Australia	AU-DPO	6
Thunder Bay	Canada	CA-THU	6
Pointe à Pitre	Guadeloupe	GP-PAP	6
Port-Au-Prince	Haiti	HT-PAP	6
Rotterdam	Netherlands	NL-RTM	6
Ponce	Puerto Rico	PR-PSE	6
Puerto Cabello	Venezuela	VE-PBL	6
Newcastle	Australia	AU-NTL	5
Townsville	Australia	AU-TSV	5
Ghent	Belgium	BE-GNE	5

Quebec	Canada	CA-QUE	5
Jingtang	China	CN-JTG	5
Qingdao	China	CN-QDG	5
Tianjin	China	CN-TXG	5
Xiamen	China	CN-XMN	5
Cienaga	Colombia	CO-CIE	5
Port Esquivel	Jamaica	JM-PEV	5
Tampico	Mexico	MX-TAM	5
Szczecin	Poland	PL-SZZ	5
Galveston	USA	US-GLS	5
Gramercy	USA	US-GRY	5
Lake Charles	USA	US-LCH	5
Point Comfort	USA	US-PCR	5
Richards Bay	South Africa	ZA-RCB	5
Antwerp	Belgium	BE-ANR	4
Bonaire	Bonaire	BQ-BON	4
Papenburg	Germany	DE-PAP	4
Santo Domingo	Dominican Republic	DO-SDQ	4
Puerto Quetzal	Guatemala	GT-PRQ	4
Paradip	India	IN-PPT	4
Coatzacoalcos	Mexico	MX-COA	4
Manzanillo	Mexico	MX-ZLO	4
Bahía Las	Panama	PA-PBM	4
Al Jubail Port	Saudi Arabia	SA-JUB	4
Point Lisas	Trinidad & Tobago	TT-PTS	4
Burns Harbor	USA	US-BNB	4
Saldanha Bay	South Africa	ZA-SDB	4
Mina Saqr	United Arab Emirates	AE-MSA	3
Port Kembla	Australia	AU-PKL	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
Three Rivers	Canada	CA-TRR	3
Bayuquan	China	CN-BYQ	3
Caofeidian	China	CN-CFD	3
Jiangyin	China	CN-JGY	3
Kanmen	China	CN-KMN	3
Zhenjiang	China	CN-ZHE	3
Buenaventura	Colombia	CO-BUN	3
Puerto Bolívar	Colombia	CO-PBO	3
Barahona	Dominican Republic	DO-BRX	3

La Romana	Dominican Republic	DO-LRM	3
Parnu	Estonia	EE-PRN	3
Krishnapatnam	India	IN-KRI	3
Corinto	Nicaragua	NI-CIO	3
Dordrecht	Netherlands	NL-DOR	3
Mosjoen	Norway	NO-MJF	3
San Juan	Puerto Rico	PR-SJU	3
Saint Petersburg	Russian Federation	RU-LED	3
Vanino	Russian Federation	RU-VNN	3
Stockholm	Sweden	SE-STO	3
Baltimore	USA	US-BAL	3
Beaumont	USA	US-BPT	3
Cleveland	USA	US-CLE	3
Milwaukee	USA	US-MKE	3
Nolan	USA	US-NLZ	3
Norfolk	USA	US-ORF	3
Richmond	USA	US-RIC	3
San Lorenzo	Argentina	AR-SLO	2
Ardrossan	Australia	AU-ARD	2
Bing Bong	Australia	AU-BBG	2
Melbourne	Australia	AU-MEL	2
Port Lincoln	Australia	AU-PLO	2
St. George's	Bermuda	BM-SGE	2
Itaguai	Brazil	BR-IGI	2
Itaqui	Brazil	BR-ITQ	2
Itaguaí Pt	Brazil	BR-SPB	2
Vitória Da	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
North Vancouver	Canada	CA-VAC	2
San Antonio	Chile	CL-SAI	2
Beilun	China	CN-BEI	2
Dalian	China	CN-DLC	2
Fangcheng Pt	China	CN-FAN	2
Huanghua Pt	China	CN-HUH	2
Longkou	China	CN-LKU	2
Lanshan	China	CN-LSN	2
Qinzhou	China	CN-QZH	2
Rizhao	China	CN-RZH	2
Shanghai Hongqiao	China	CN-SHA	2
Zhoushan	China	CN-ZOS	2

Pueblo Nuevo	Colombia	CO-PNU	2
Matanzas	Cuba	CU-QMA	2
Hamburg	Germany	DE-HAM	2
Manzanillo	Dominican Republic	DO-MAN	2
Puerto Plata	Dominican Republic	DO-POP	2
Torneå (Tornio)	Finland	FI-TOR	2
Teesport	United Kingdom	GB-TEE	2
Fond Mombin	Haiti	HT-FOM	2
Muara Berau	Indonesia	ID-MUB	2
Samarinda	Indonesia	ID-SRI	2
Mumbai	India	IN-BOM	2
Haldia	India	IN-HAL	2
Marmagao (Marmugao)	India	IN-MRM	2
Bari	Italy	IT-BRI	2
Port Kaiser	Jamaica	JM-PKS	2
Rocky Point	Jamaica	JM-ROP	2
Tobata/Kitakyushu	Japan	JP-TBT	2
Progreso	Mexico	MX-PGO	2
Noumea	New Caledonia	NC-NOU	2
Vavouto	New Caledonia	NC-VAV	2
Aaheim	Norway	NO-AHM	2
Kjøpsvik	Norway	NO-KJK	2
Karmøy	Norway	NO-KMY	2
Narvik	Norway	NO-NVK	2
Tauranga	New Zealand	NZ-TRG	2
Callao	Peru	PE-CLL	2
Sines	Portugal	PT-SIE	2
Mesaieed	Qatar	QA-MES	2
Constanta	Romania	RO-CND	2
Ust Luga	Russian Federation	RU-ULU	2
Bangkok	Thailand	TH-BKK	2
Port of Spain	Trinidad & Tobago	TT-POS	2
Kaohsiung	Taiwan, Province Of	TW-KHH	2
Nikolaev	Ukraine	UA-NIK	2
Beaumont	USA	US-BUO	2
Corpus Christi	USA	US-CRP	2
Jacksonville	USA	US-IJX	2
Mobile	USA	US-MOB	2
Newport News	USA	US-NOZ	2
Panama City	USA	US-PFN	2
Reserve	USA	US-RSF	2
Savannah	USA	US-SAV	2
Nghe Tinh	Vietnam	VN-NGT	2

Vung Áng	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
Adelaide	Australia	AU-ADL	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
Port Walcott	Australia	AU-PWL	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
Aratu	Brazil	BR-ARB	1
Rio Grande	Brazil	BR-GSU	1
Itabuna	Brazil	BR-ITA	1
Morro Agudo	Brazil	BR-MOA	1
Porto Alegre	Brazil	BR-PBX	1
Praia Mole	Brazil	BR-PRM	1
Rio Grande	Brazil	BR-RIG	1
Santarem	Brazil	BR-STM	1
Vitória Pt	Brazil	BR-VIX	1
Belize City	Belize	BZ-BZE	1
Auld's Cove	Canada	CA-ACO	1
Bayside	Canada	CA-BAS	1
Bayside (St Roberts)	Canada	CA-BAY	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	Côte D'ivoire	CI-ABJ	1
Totoralillo (Caldera)	Chile	CL-CLD	1
Iquique	Chile	CL-IQQ	1
Puerto Lirquen	Chile	CL-LQN	1
Puerto Montt	Chile	CL-PMC	1
Patillos Cove	Chile	CL-PTI	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
Jiangyin Pt	China	CN-JIA	1
Lianyungang	China	CN-LYG	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
Yangzhou Pt	China	CN-YZH	1
Zhanjiang	China	CN-ZHA	1
Zhangjiagang	China	CN-ZJG	1
Tolú Tolu	Colombia	CO-TLU	1
Puerto Limon	Costa Rica	CR-LMN	1
Guayabal	Cuba	CU-GYB	1
Nuevitas	Cuba	CU-NVT	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
Haina	Dominican Republic	DO-INA	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

Guayaquil	Ecuador	EC-GYE	1
Muuga	Estonia	EE-MUG	1
Puerto De Aviles	Spain	ES-AVS	1
Cartagena	Spain	ES-CAR	1
Concubion	Spain	ES-CCN	1
Puerto De Ferrol	Spain	ES-FRO	1
La Coruna	Spain	ES-LCG	1
Kalajoki	Finland	FI-KJO	1
Björneborg (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
Tilbury	United Kingdom	GB-TIL	1
Tyne	United Kingdom	GB-TYN	1
Itea	Greece	GR-ITA	1
Mylaki	Greece	GR-MYL	1
Santo Tomás	Guatemala	GT-IZ4	1
Apra Harbor	Guam, USA	GU-APR	1
George Town	Guyana	GY-GEO	1
San Lorenzo	Honduras	HN-SLO	1
Split	Croatia	HR-SPU	1
Lafiteau	Haiti	HT-LFT	1
Adang Bay	Indonesia	ID-ADB	1
Banjarmasin	Indonesia	ID-BDJ	1
Port Ciwandan	Indonesia	ID-CIW	1
Gresik, Java	Indonesia	ID-GRE	1
Manokwari	Indonesia	ID-MKW	1
North Pulau	Indonesia	ID-NPL	1
Padang	Indonesia	ID-PDG	1
Muara Satui	Indonesia	ID-STU	1
Tanjung Bara, Kl	Indonesia	ID-TBA	1
Tarakan, Kalimantan	Indonesia	ID-TRK	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
Mundra	India	IN-MUN	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
Gwangyang	Korea, Republic Of	KR-KAN	1
Onsan (Ulsan)	Korea, Republic Of	KR-ONS	1
Pyeongtaek	Korea, Republic Of	KR-PTK	1
Busan	Korea, Republic Of	KR-PUS	1
Yeosu Apt	Korea, Republic Of	KR-RSU	1
Ulju-Gun/Ulsan	Korea, Republic Of	KR-UJU	1
Trincomalee	Sri Lanka	LK-TRR	1
Klaipeda	Lithuania	LT-KLJ	1
Al Khums	Libya	LY-KHO	1
Casablanca	Morocco	MA-CAS	1
Saipan, Mpspn	Northern Mariana Islands	MP-SPN	1
Atotonilco De Tula	Mexico	MX-ALT	1
El Rosario	Mexico	MX-LRS	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
Houaïlou Houailou	New Caledonia	NC-HLU	1
Lagos	Nigeria	NG-LOS	1
Port Harcourt	Nigeria	NG-PHC	1

Amsterdam	Netherlands	NL-AMS	1
Ijmuiden/Velsen	Netherlands	NL-IJM	1
Schiedam	Netherlands	NL-SCI	1
Sluiskil	Netherlands	NL-SLU	1
Terneuzen	Netherlands	NL-TNZ	1
Førde Forde	Norway	NO-FDE	1
Husnes	Norway	NO-HUS	1
Kragero	Norway	NO-KRA	1
Kristiansand	Norway	NO-KRS	1
Laksevåg Laksevag	Norway	NO-LVG	1
Ølensvåg Olensvag	Norway	NO-OVG	1
Svelgen	Norway	NO-SVE	1
Stavanger	Norway	NO-SVG	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
Kaliningrad	Russian Federation	RU-KGD	1
Lomonosov	Russian Federation	RU-LOM	1
Shakhtersk	Russian Federation	RU-SHA	1
Vostochnyy Port	Russian Federation	RU-VYP	1
Gizan	Saudi Arabia	SA-GIZ	1
Yanbu Industrial	Saudi Arabia	SA-YBI	1
Hargshamn	Sweden	SE-HAN	1
Oxelosund	Sweden	SE-OXE	1
Rönnskär Ronnskar	Sweden	SE-ROR	1
Stora Vika	Sweden	SE-STV	1
Dakar	Senegal	SN-DKR	1
Paramaribo	Suriname	SR-PBM	1
Acajutla	El Salvador	SV-AQJ	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
Hoping	Taiwan, Province Of	TW-HOP	1
Taipei	Taiwan, Province Of	TW-TPE	1
Taichung	Taiwan, Province Of	TW-TXG	1
Dar Es	Tanzania	TZ-DAR	1
Cleveland, Ohio	USA	US-3CV	1
Alabama	USA	US-A9L	1
Grays Harbor	USA	US-AGP	1
Beatty	USA	US-BTY	1
Convent/Uscen	USA	US-CEN	1
Claymont	USA	US-CLA	1
Detroit	USA	US-DET	1
Duluth	USA	US-DLH	1
Darrow	USA	US-DRR	1
Morrisville, Pa	USA	US-FAH	1
Michigan, Detroit	USA	US-IGX	1
Morehead City	USA	US-MRH	1
Marysville	USA	US-MYS	1
Newport News	USA	US-NNS	1
Newark	USA	US-NYC	1
Anacortes	USA	US-OTS	1
Palm Beach	USA	US-PAB	1
Port Everglades	USA	US-PEF	1
Portland	USA	US-PQD	1
Brunswick	USA	US-SSI	1
Burnside	USA	US-UDE	1
Nueva Palmira	Uruguay	UY-NVP	1
Bajo Grande/Maracaibo	Venezuela	VE-BJV	1
El Jose	Venezuela	VE-ELJ	1
Jose Terminal	Venezuela	VE-JOT	1
Matanzas	Venezuela	VE-MTV	1
Punta Cardón	Venezuela	VE-PCN	1
Pertigalete	Venezuela	VE-PRG	1
Vietnam	Vietnam	VN-NGH	1
Hochimin	Vietnam	VN-SGN	1
Vung Tau	Vietnam	VN-VUT	1
Campha	Vietnam	ZA-CPB	1