BIMCO's DRY BULK TERMINALS VETTING REPORT FOR 2017

Abstract
Based on data collected from ships' visits to dry bulk terminals, this report evaluates terminals' performance during the period from January 2015 to December 2017.

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BIMCO's dry bulk terminals vetting report for 2017

1.   Introduction

BIMCO launched its Dry Bulk Vetting of Terminals 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 second of its kind and the results are based on data collected from 19 January 2015 to 1 December 2017. BIMCO plans to publish this report annually.

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 was 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 was of a high quality and always safe to 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 was 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 specific 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 looking at 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
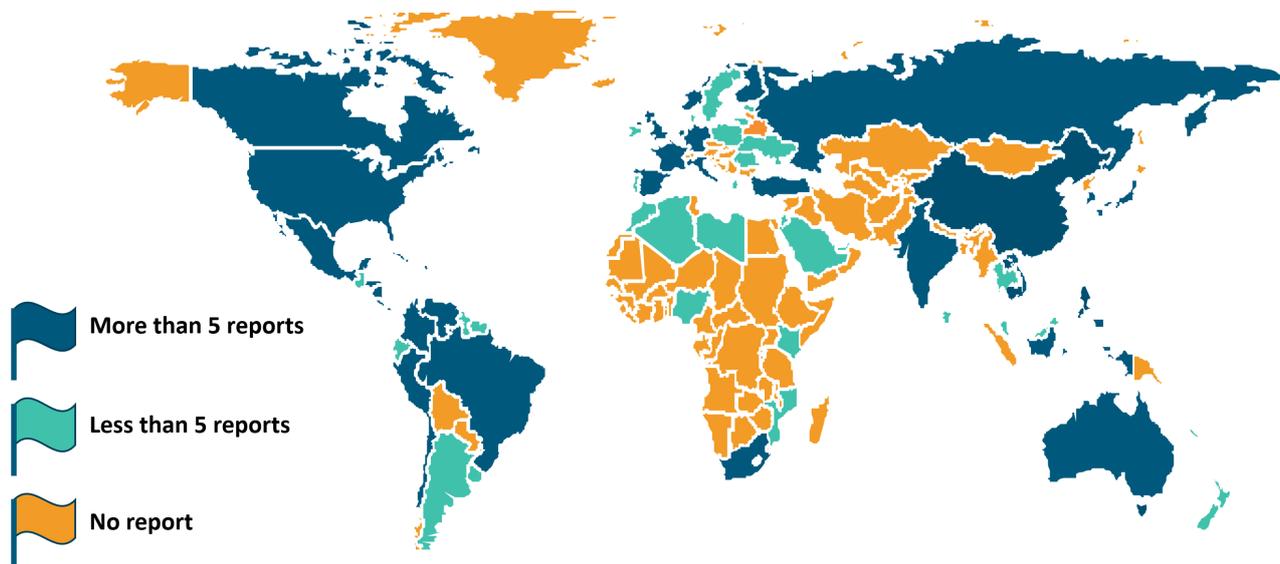
Figure 1: The map shows that 80 countries had terminals, which are included in the vetting scheme

The statistics in this report have been based on a total of 598 reports from 279 different terminals around the world, which is an increase from 231 terminals last year. By the end of 2017, 80 countries were covered by the survey, which is six more than the previous year.

- 279 terminals were covered by the vetting scheme
- 80 countries were included in the scheme
- 27 terminals had more than five report entries
- 115 ships participated in the vetting scheme, which is an increase of 11 ships compared to 2016.

For statistical validation and anonymity purposes, the results of the terminal vetting will not be published on the BIMCO website until more than five reports have been received concerning that particular port. By 1 December 2017, 27 ports had more than five reports, 12 more than last year.

Below there is an overview of the ports, which have more than five reports. The ratings spanned between 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. Once the score has been calculated, it will be converted into a star rating:

- Five stars - Excellent – The standard of the services, equipment and/arrangements was excellent and entirely safe. It would serve as an example of best practice for other terminals.
- Four stars - Very good – The standard of the services, equipment and/arrangements was of a high quality and always safe to the ship and/or crew.
- Three stars - 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.
- Two stars - Fair – The standard of the services, equipment and/arrangements was below average and in some areas, safety needs to be improved.
- One star - Poor – The standard was unacceptable or unsafe for the ship and/or crew.

Warnings will be shown if the terminal has received poor ratings as will praise if the performance has been rated excellent. Also, this year the lowest weighting was given to terminal equipment and services.

Name	Country	UN/LOCODE	Entries	Stars
Santander	Spain	ES-SDR	8	★★★★
Bilbao	Spain	ES-BIO	11	★★★★
Quebec	Canada	CA-QUE	5	★★★★
Port Alfred	Canada	CA-PAF	24	★★★★
Cristobal	Panama	PA-CTB	5	★★★★
Gent (Ghent)	Belgium	BE-GNE	5	★★★★
Rio Haina	Dominican Republic	DO-HAI	8	★★★★
Richards Bay	South Africa	ZA-RCB	5	★★★
Santa Marta	Colombia	CO-SMR	13	★★★★
Thunderbay	Canada	CA-THU	6	★★★★
Lake Charles	USA	US-LCH	5	★★★★
Veracruz	Mexico	MX-VER	17	★★★★
Puerto Cabello	Venezuela	VE-PBL	5	★★★★
Puerto Cortés	Honduras	HN-PCR	9	★★★★
Vancouver	Canada	CA-VAN	10	★★★★
Point Comfort	USA	US-PCR	5	★★★
Pointe-À-Pitre	Guadeloupe	GP-PTP	7	★★★★
Cartagena	Colombia	CO-CTG	8	★★★★
Tianjin	China	CN-TXG	5	★★★
Houston	USA	US-HOU	5	★★★
Tampa	USA	US-TPA	5	★★★
New Orleans	USA	US-MSY	33	★★★
Galveston	USA	US-GLS	5	★★★
Altamira	Mexico	MX-ATM	5	★★★
Kingston	Jamaica	JM-KIN	7	★★★
Port-Au-Prince	Haiti	HT-PAP	6	★★★
Barranquilla	Colombia	CO-BAQ	13	★★★

Table 1: Ports with more than five reports showing their individual ranking

The overall experience of 24 ports (out of the 27) were rated average, very good or excellent and three ports were rated as fair and no port was rated poor. There is no common explanation for the fair ratings. The ports that were rated average or better have the common denominator of good communication between ship and terminal. Based on the 235 reports covering more than 5 reports, it has been very difficult to draw any conclusions due to geographical or regional factors. The statistical material is still insignificant when it is divided in accordance with these factors. Based on a total number of reports, on average a relatively lower rating was 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 35% in the number of reports this year as a total of 598 were received. This increase was lower than expected. It is important that more ships are encouraged to report in order to establish a robust data foundation for further statistical considerations. The additional 155 reports resulted in the inclusion of 12 more ports but did not change the statistical base significantly.

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 dealt with in Annex A.

General and overall terminal rating:
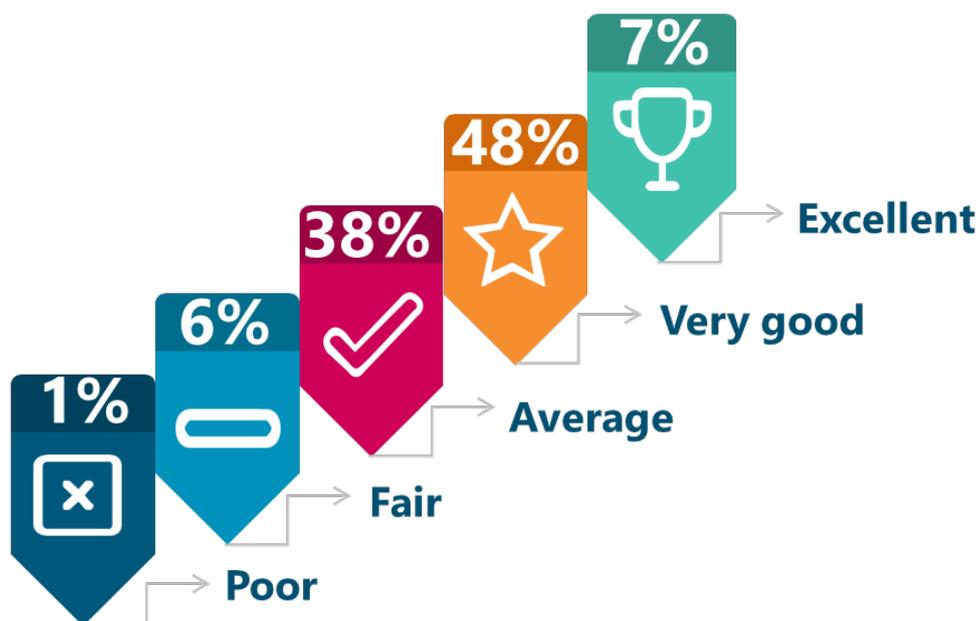
Figure 2: Results on the overall experience with the terminal

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

A total of 93% of the reports were rated as average or better, which gave an overall rating of 3.6 which is the same as last year's results. This paints a generally positive picture of the overall interaction between ship and terminal. Positive feedback was given on the communication between ship and terminal, the loading and unloading and finally the standard and maintenance of equipment and piers. At the lower end of the spectrum, negative comments were received highlighting lack of language skills, permanent pressure on ship/crew and master, unexpected claims, unnecessary bureaucratic and offensive port authorities. Only three reports were rated as poor and this was due to insufficient moorings and services.

**Terminal handling of loading and unloading:**
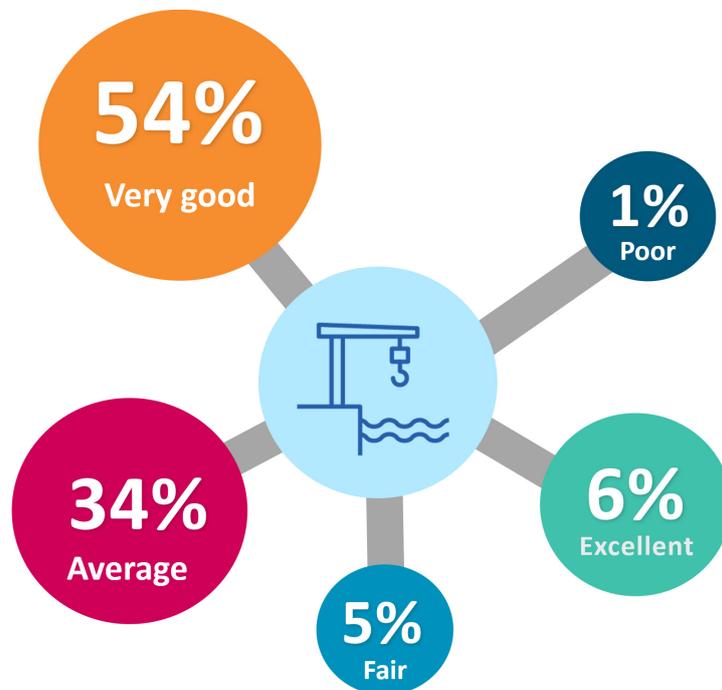
Figure 3: Rate the way the terminal handled the loading/ unloading

Question 1 dealt with the way the terminal handled the loading and unloading process including planning and trimming issues. A total of 94% of the reports rated average or better resulting in a rating of 3.5, a little lower than last year. This is still the highest rating given compared to other parts of the questionnaire indicating that terminals put a lot of effort into their core business to load and unload cargo in an efficient and safe manner. However, there has been a slight tendency of the scores moving from the very good category to the average category, which is why the rating is slightly lower this year.

Loading plans were normally available and were followed without amendments. Also, loading handling was usually conducted safely without damage to ship or equipment. A slightly decline can be seen in following the requirements that the masters had given on trimming of the cargo, but in general the replies were still on the positive side. 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 summarises the average results of terminals with more than five reports.

Name	Country	UN/LOCODE	Entries	Terminal handling of loading/unloading results
Santander	Spain	ES-SDR	8	4,1
Bilbao	Spain	ES-BIO	11	4,1
Quebec	Canada	CA-QUE	5	4,0
Port Alfred	Canada	CA-PAF	24	4,0
Cristobal	Panama	PA-CTB	5	4,0
Rio Haina	Dominican Republic	DO-HAI	8	3,9
Thunderbay	Canada	CA-THU	6	3,8
Gent (Ghent)	Belgium	BE-GNE	5	3,8
Lake Charles	USA	US-LCH	5	3,8
Santa Marta	Colombia	CO-SMR	13	3,7
Puerto Cortés	Honduras	HN-PCR	9	3,7
Veracruz	Mexico	MX-VER	17	3,6
Puerto Cabello	Venezuela	VE-PBL	5	3,6
Vancouver	Canada	CA-VAN	10	3,5
Pointe-À-Pitre	Guadeloupe	GP-PTP	7	3,5
Cartagena	Colombia	CO-CTG	8	3,5
Richards Bay	South Africa	ZA-RCB	5	3,4
Point Comfort	USA	US-PCR	5	3,4
Tianjin	China	CN-TXG	5	3,4
Tampa	USA	US-TPA	5	3,4
Galveston	USA	US-GLS	5	3,4
Houston	USA	US-HOU	7	3,3
New Orleans	USA	US-MSY	33	3,3
Altamira	Mexico	MX-ATM	5	3,0
Port-Au-Prince	Haiti	HT-PAP	6	3,0
Barranquilla	Colombia	CO-BAQ	13	2,8
Kingston	Jamaica	JM-KIN	7	2,7

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 dealt with mooring arrangements referring to berth, water depth and surge. 74% of the reports were rated as average or better giving an average result of 3.4, which was the lowest average in the questionnaire and a little bit lower than last year. This score on average indicated a good standard of piers and mooring equipment as well as satisfaction with regard to the surge, tidal waters and the 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 on the next page summarises the average results of terminals with more than five reports.

Name	Country	UN/LOCODE	Entries	Terminal mooring and berthing arrangements results
Santander	Spain	ES-SDR	8	4,5
Richards Bay	South Africa	ZA-RCB	5	4,0
Santa Marta	Colombia	CO-SMR	13	3,8
Quebec	Canada	CA-QUE	5	3,8
Cristobal	Panama	PA-CTB	5	3,8
Puerto Cabello	Venezuela	VE-PBL	5	3,8
Cartagena	Colombia	CO-CTG	8	3,8
Bilbao	Spain	ES-BIO	11	3,6
Gent (Ghent)	Belgium	BE-GNE	5	3,6
Vancouver	Canada	CA-VAN	10	3,6
Point Comfort	USA	US-PCR	5	3,6
Tianjin	China	CN-TXG	5	3,6
Puerto Cortés	Honduras	HN-PCR	9	3,6
Port Alfred	Canada	CA-PAF	24	3,5
Veracruz	Mexico	MX-VER	17	3,5
Houston	USA	US-HOU	7	3,4
Rio Haina	Dominican Republic	DO-HAI	8	3,4
Pointe-À-Pitre	Guadeloupe	GP-PTP	7	3,3
Lake Charles	USA	US-LCH	5	3,2
Tampa	USA	US-TPA	5	3,2
New Orleans	USA	US-MSY	33	3,2
Thunderbay	Canada	CA-THU	6	3,0
Galveston	USA	US-GLS	5	3,0
Altamira	Mexico	MX-ATM	5	3,0
Kingston	Jamaica	JM-KIN	7	2,9
Port-Au-Prince	Haiti	HT-PAP	6	2,7
Barranquilla	Colombia	CO-BAQ	13	2,6

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 dealt with the information exchange between ship and terminal and the ability to inform about changes. A total of 76% of the reports were rated average or above, which is lower than last year's result. There is no clear explanation for this decline but changes must be expected when different terminals are added to the comparison. The average result indicated a good and direct communication between ship and terminal. The reports also indicated that in case of changes in operating conditions, the communication was good. The means of communication differed but there was a tendency to use a terminal appointed foreman as the primary contact between ship and terminal. Some comments were expressed about lack of language skills and offensive port authorities. The sub-questions concerning information exchange between ship and terminal details can be seen in Annex A.

The table below summarises the average results of terminals with more than five reports.

Name	Country	UN/LOCODE	Entries	Information exchange between the ship and the terminal results
Santander	Spain	ES-SDR	8	4,5
Richards Bay	South Africa	ZA-RCB	5	4,0
Santa Marta	Colombia	CO-SMR	13	3,8
Quebec	Canada	CA-QUE	5	3,8
Cristobal	Panama	PA-CTB	5	3,8
Puerto Cabello	Venezuela	VE-PBL	5	3,8
Cartagena	Colombia	CO-CTG	8	3,8
Bilbao	Spain	ES-BIO	11	3,6
Gent (Ghent)	Belgium	BE-GNE	5	3,6
Vancouver	Canada	CA-VAN	10	3,6
Point Comfort	USA	US-PCR	5	3,6
Tianjin	China	CN-TXG	5	3,6
Puerto Cortés	Honduras	HN-PCR	9	3,6
Port Alfred	Canada	CA-PAF	24	3,5
Veracruz	Mexico	MX-VER	17	3,5
Houston	USA	US-HOU	7	3,4
Rio Haina	Dominican Republic	DO-HAI	8	3,4
Pointe-À-Pitre	Guadeloupe	GP-PTP	7	3,3
Lake Charles	USA	US-LCH	5	3,2
Tampa	USA	US-TPA	5	3,2
New Orleans	USA	US-MSY	33	3,2
Thunderbay	Canada	CA-THU	6	3,0
Galveston	USA	US-GLS	5	3,0
Altamira	Mexico	MX-ATM	5	3,0
Kingston	Jamaica	JM-KIN	7	2,9
Port-Au-Prince	Haiti	HT-PAP	6	2,7
Barranquilla	Colombia	CO-BAQ	13	2,6

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

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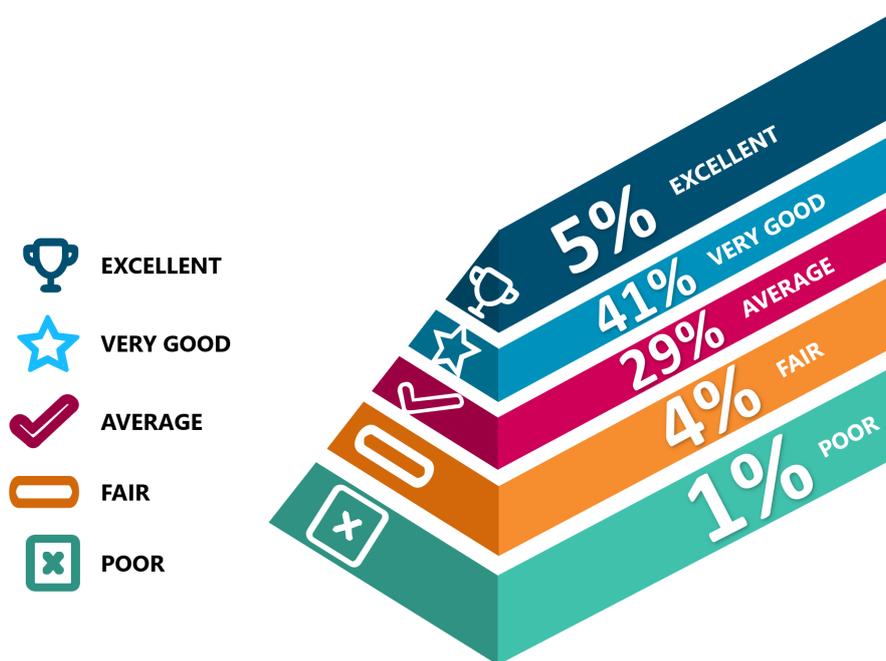
Figure 6: The above numbers provide the average ratio of the overall experience with the terminal area, the equipment with regard to maintenance and safe working conditions

Question 27 dealt with terminal equipment and the degree of maintenance as well as operational status. A total of 79% of the reports were rated as average or better giving an average result of 3.5. Though it is a decline compared to last year's result, this still indicates that the vast majority of the terminals have a high standard of equipment and safety performance. 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 15 terminals with more than five ratings were rated as follows:

Name	Country	UN/LOCODE	Entries	Terminal Equipment
Santander	Spain	ES-SDR	8	4,1
Quebec	Canada	CA-QUE	5	4,0
Point Comfort	USA	US-PCR	5	4,0
Port Alfred	Canada	CA-PAF	24	3,9
Santa Marta	Colombia	CO-SMR	13	3,8
Gent (Ghent)	Belgium	BE-GNE	5	3,8
Puerto Cortés	Honduras	HN-PCR	9	3,8
Bilbao	Spain	ES-BIO	11	3,7
Houston	USA	US-HOU	7	3,7
Thunderbay	Canada	CA-THU	6	3,7
Veracruz	Mexico	MX-VER	17	3,6
Rio Haina	Dominican Republic	DO-HAI	8	3,6
Richards Bay	South Africa	ZA-RCB	5	3,6
Cristobal	Panama	PA-CTB	5	3,6
Puerto Cabello	Venezuela	VE-PBL	5	3,6
Vancouver	Canada	CA-VAN	10	3,6
Tianjin	China	CN-TXG	5	3,6
Lake Charles	USA	US-LCH	5	3,6
Pointe-À-Pitre	Guadeloupe	GP-PTP	7	3,5
Tampa	USA	US-TPA	5	3,4
Cartagena	Colombia	CO-CTG	8	3,4
New Orleans	USA	US-MSY	33	3,3
Port-Au-Prince	Haiti	HT-PAP	6	3,0
Barranquilla	Colombia	CO-BAQ	13	2,8
Altamira	Mexico	MX-ATM	5	2,8
Kingston	Jamaica	JM-KIN	7	2,7
Galveston	USA	US-GLS	5	2,6

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 dealt 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 76% of the reports were rated better than average, giving an average result of 3.6, which was the second-best result among the categories. The services were to a very high degree, used and welcomed by the ships. This was made very clear when the service was unavailable; here the ratings declined to fair and in three cases even to poor. In these cases, ships commented that the costs of the services were found to be too high.

The 27 terminals with more than five ratings were rated in the below schedule:

Name	Country	UN/LOCODE	Entries	Ranking
Santander	Spain	ES-SDR	8	1
Bilbao	Spain	ES-BIO	11	2
Quebec	Canada	CA-QUE	5	3
Port Alfred	Canada	CA-PAF	24	4
Cristobal	Panama	PA-CTB	5	5
Gent (Ghent)	Belgium	BE-GNE	5	6
Rio Haina	Dominican Republic	DO-HAI	8	7
Richards Bay	South Africa	ZA-RCB	5	8
Santa Marta	Colombia	CO-SMR	13	9
Thunderbay	Canada	CA-THU	6	10
Lake Charles	USA	US-LCH	5	11
Veracruz	Mexico	MX-VER	17	12
Puerto Cabello	Venezuela	VE-PBL	5	13
Puerto Cortés	Honduras	HN-PCR	9	14
Vancouver	Canada	CA-VAN	10	15
Point Comfort	USA	US-PCR	5	16
Pointe-À-Pitre	Guadeloupe	GP-PTP	7	17
Cartagena	Colombia	CO-CTG	8	18
Tianjin	China	CN-TXG	5	19
Houston	USA	US-HOU	7	20
Tampa	USA	US-TPA	5	21
New Orleans	USA	US-MSY	33	22
Galveston	USA	US-GLS	5	23
Altamira	Mexico	MX-ATM	5	24
Kingston	Jamaica	JM-KIN	7	25
Port-Au-Prince	Haiti	HT-PAP	6	26
Barranquilla	Colombia	CO-BAQ	13	27

Table 6: Average results of terminal services

5.   Special findings

In this section, areas of specific interest are covered. This annual report expands on the general subject of communication between ship and shore during port terminal operations, to find out if lessons can be learned from the results to date and to establish if and where terminals could improve. Good communication is vital for ensuring quick and safe loading/unloading operations.

The following five questions in the survey deals directly with communication and information sharing between ship and port:

- question 19, the average ratio of the overall experience of the communication between the ship and terminal
- question 3, on the average ratio as to whether the agreed loading/unloading plan was available to the terminal control room personnel
- question 22, on the average ratio to whether the ship received sufficient information about the terminal to enable planning the loading or unloading
- question 25, on the average ratio as to whether the terminal kept the ship updated of changes to operating conditions
- question 26, on how effective the means of communication was between ship and terminal.

Even though there was a decline in in the overall evaluation from last year's survey, the overall information sharing between ship and the various terminals is still very good. This is backed up by some very good ratings given for exchange on information of loading and unloading plans. Further, a high level of information is given from port to ships, if and when loading conditions are changed. This avoids delays or other disturbances.

The means of communication between ship and terminal varied significantly but the tendency to use verbal communication through a terminal appointed foreman was still the preferred solution. The foreman was very often present on deck during the entire operation. Information on the use of IT-communication between ship and shore was not received. A few reports raised concerns about shore crew language skills and there is a need to improve this in certain terminals.

6.   Conclusion

The 598 reports came from 94 ships and covered 231 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. Nor can BIMCO express anything definite with regard to trends but the plan is to add port trends. to the report.

The reports received from the 27 terminals formed the basis for a sound and firm validation on each of the terminal's performance and the individual average results, but there was insufficient foundation for drawing conclusions on geographical or regional differences.

The reporting indicates a generally high standard of dry bulk terminals with a good or excellent overall performance especially with regard to performing loading and unloading, and the quality of the terminals and equipment.

Some terminals have restrictions when entering or departing ports such as draft restrictions, 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 and access to the ship seems to be a problem as 17% of all entries indicated it was impossible. This is clearly unacceptable and must be addressed as a safety matter.

Communication between the ship and terminal as well as the exchange of information was in general rated above average.

Some terminals need to improve the language skills of the terminal personnel communicating with the ship's crew. Terminals should also consider lowering the cost of services such as garbage removal and fresh water supplies, which were in several cases found to be excessive.

Also, this year's survey, paints a picture of a good and safe performance of the vetted dry bulk terminals.

7. The way ahead

BIMCO invites more ships to submit reports. More reports will ultimately help to create a better tool for offices in the process of fixing cargoes. It will also enable BIMCO to act whenever poor performances are reported at a dry bulk terminal.

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 follow up on the results by communicating with terminals and other stakeholders with the aim of improving procedures and best practices.

We therefore need a lot more reports before we can move to step two.

If we receive more results, which are deemed unacceptable or unsafe for the ship and/or crew, BIMCO will take action to encourage terminals to improve their practices etc.

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:

96%
YES

3%
NO
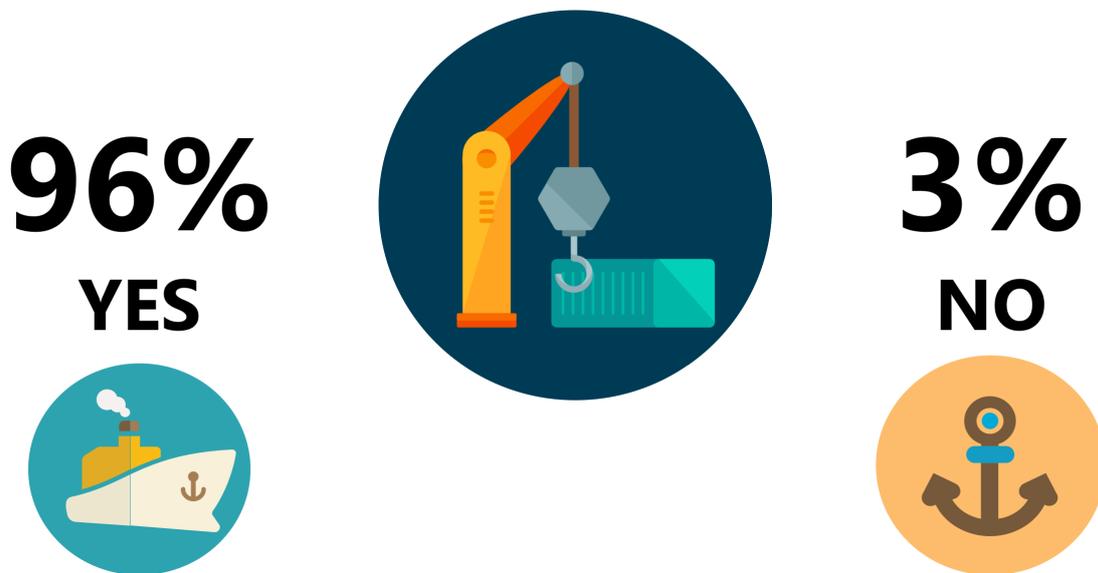
This diagram shows the numbers that provided the average ratio as to whether the terminal adhered to the agreed loading/unloading plan. There was a very high degree of compliance to the plan and very few comments were received on terminals making changes without notice. The development from last year's report shows a marginal improvement.

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:

41%
NO

53%
Blank

3%
YES
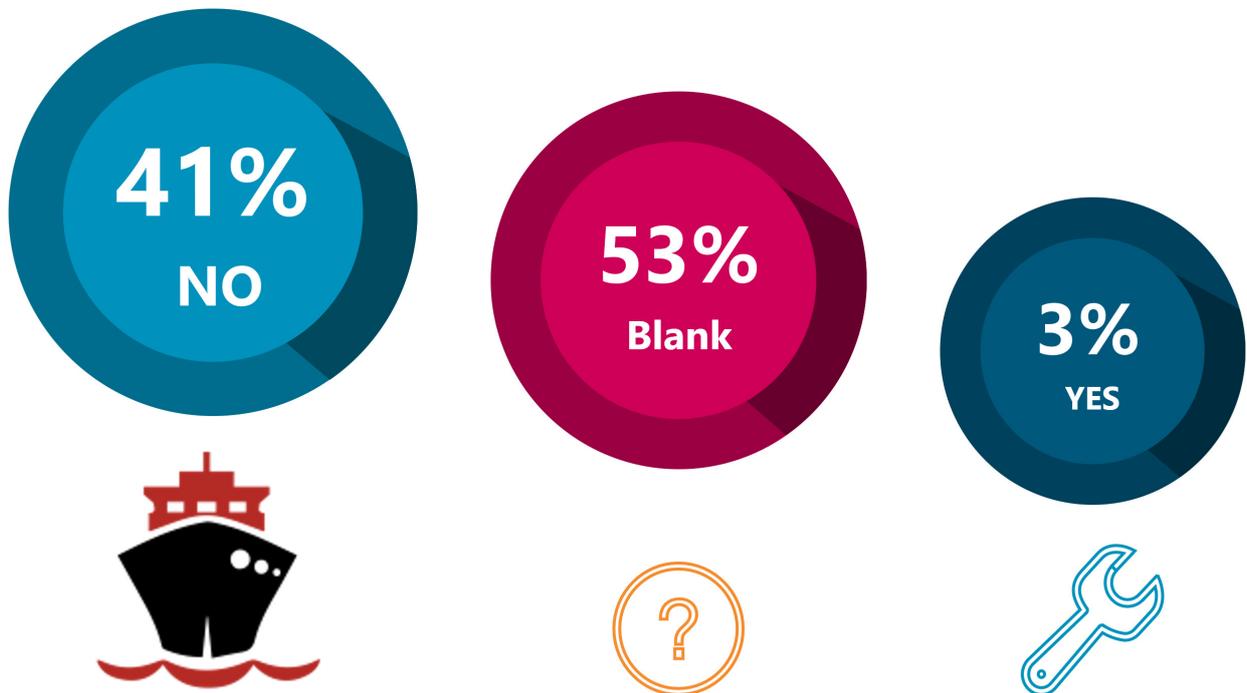
Question four asked for comments to question three and ships were asked to specify if there were any ballasting or de-ballasting restrictions at the terminal. Around half of the reports had comments and there is a decrease in the number of ships that had experienced ballasting restrictions. Again, half of the reports had no comments. 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:
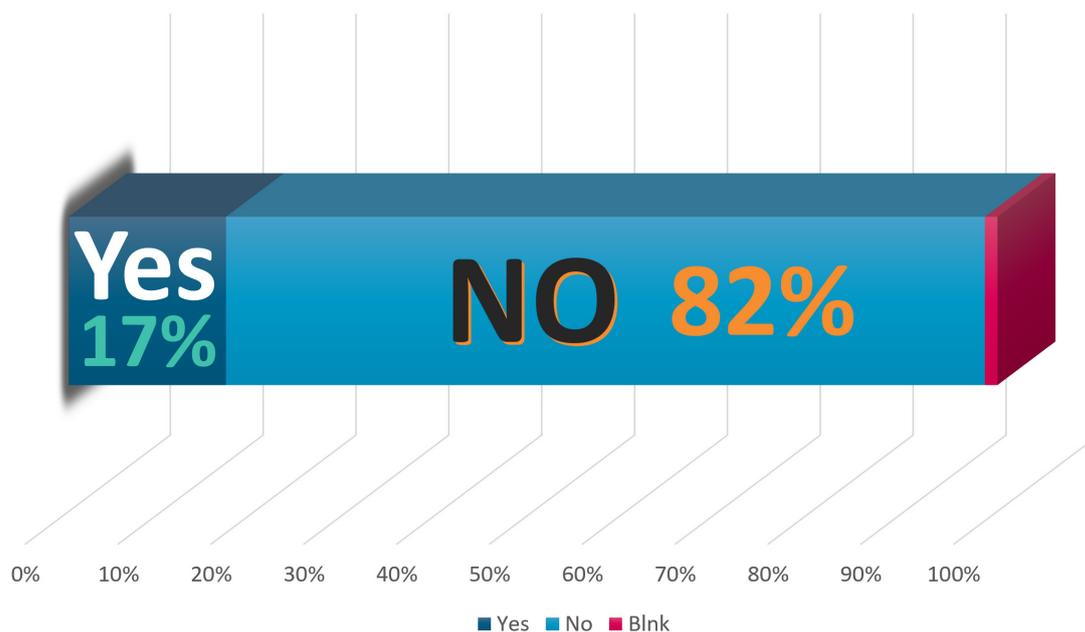

Also, this year, terminals to a high degree followed the loading plans throughout. If the plans were changed, the ships were asked to specify: who changed the plan, if there was sufficient time for the change and if the change was done in consultation with the master. The survey showed that the terminal 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:
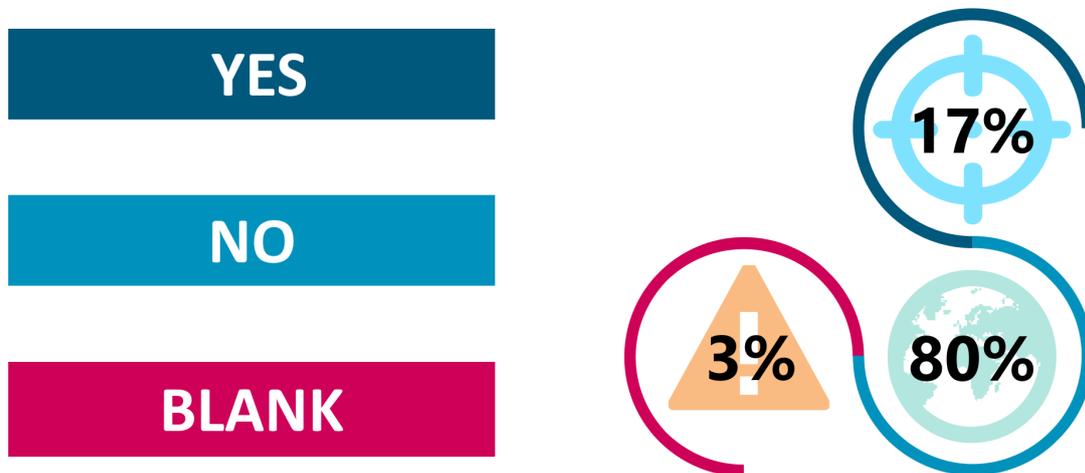

This figure demonstrates in how many cases shifting of ballast water was required for the completion of the loading operation. The result should be compared to question 4 and the correlation seems to be good. No development from last year has been observed.

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

90%
NO

6%
YES

1%
N/A
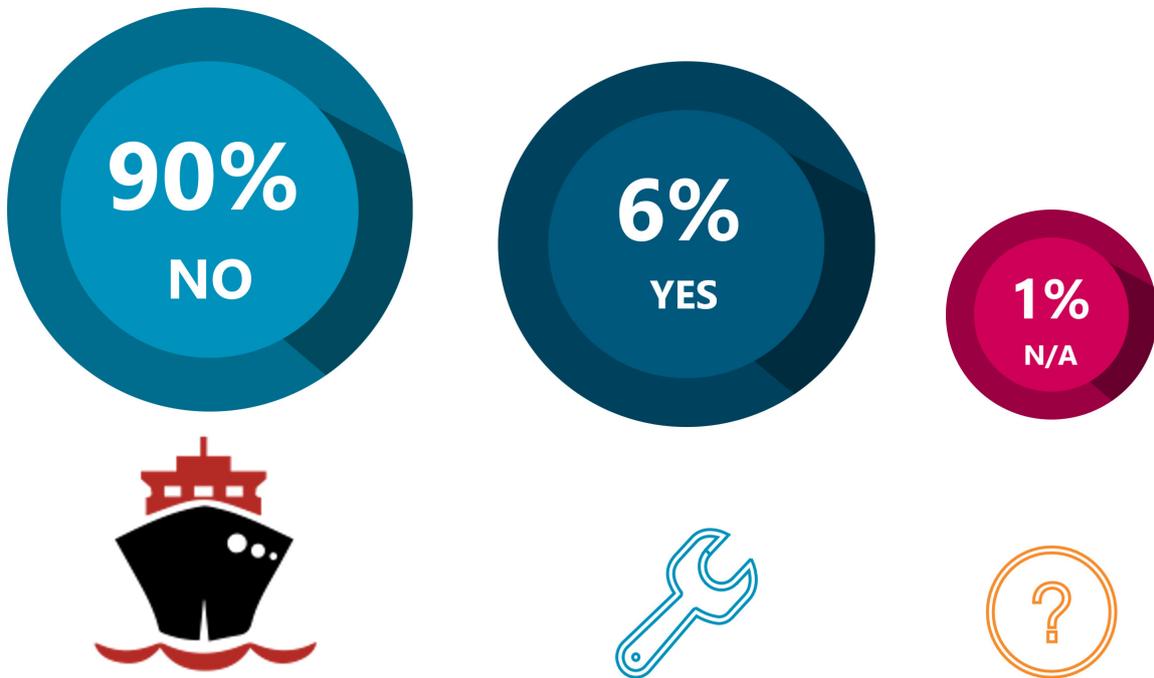
Loading operations seldom caused any damage to the ship or equipment, but the six per cent should be noted with concern. Ships were asked to describe the damage and if the terminal informed the ship about any damages. Most of the damage that occurred was to ladders, hatches and deck equipment. In all 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:

N/A

No

Yes

Blank

52%

30%

16%

3%
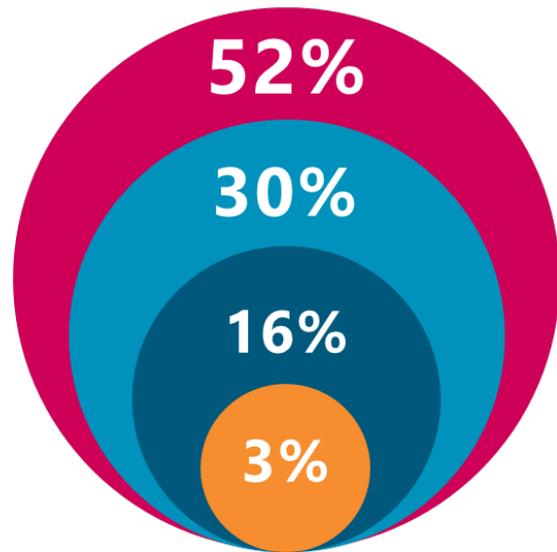
The main reason for suspending loading was for draft surveys and the duration was between 10 minutes and two and half hours. This is a complete status quo to last year's data.

Question 9 provides the average ratio to whether the cargo was trimmed to the master's requirements:
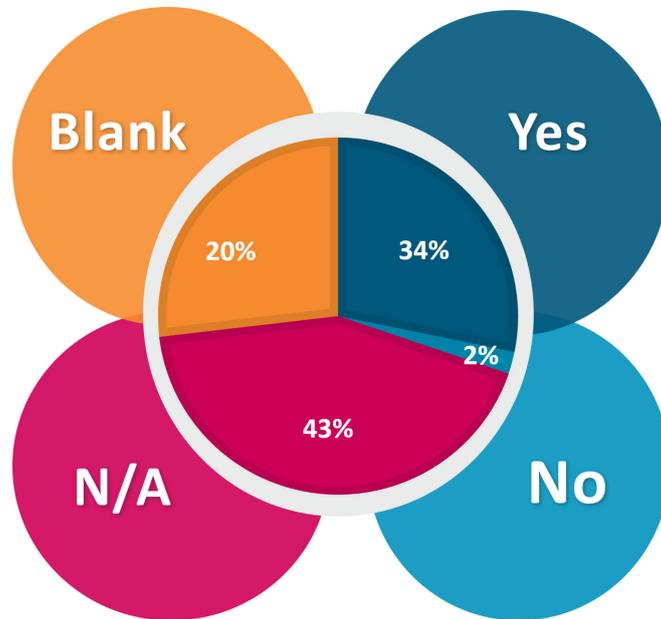
The question was followed with a possibility to comment if the answer was no. The results from this question shows a minor shift from "no comments" to "yes, the master's requirement to trim was followed", which is very positive. The data still does not give a clear picture of the issue and the comments on the 2% of no answers do not add any clarification. It may be that the sum of not applicable and yes indicates that the question 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:

53%
Draft survey

34%
Shore figure

There has been a moderate shift as to whom decided on the cargo quantity as stated on the bill of loading. The shore-based figures were reported to be a bit lower than the draft survey numbers. The shore figures were in many cases accepted as estimates. In a few reports, there was still a significant difference between the numbers and this always caused disputes.

Question 13 asked if there was any surge at the berth:
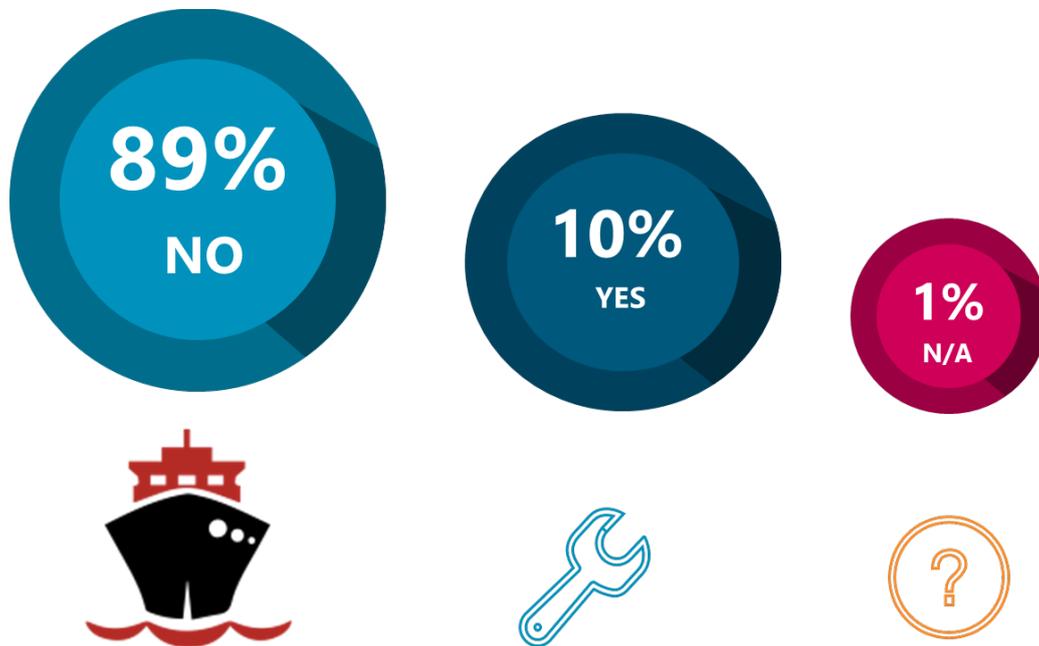
This survey showed that less than 10% of the reports experienced problems with surge at their berth, which is the same as reported in the last survey. The ports, where the ship experienced a surge, can be found on the BIMCO web-page.

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

94% YES

4% NO

The picture is the same as last year as there is a clear majority of cases, where ships could rely on the charted data. The minority of ports where the depth is wrong need to do a survey to ensure the safety of the ships but also to make the turnaround more efficient.

Question 15 asked if the terminals have restrictions for berthing/departure such as limited night navigation etc:
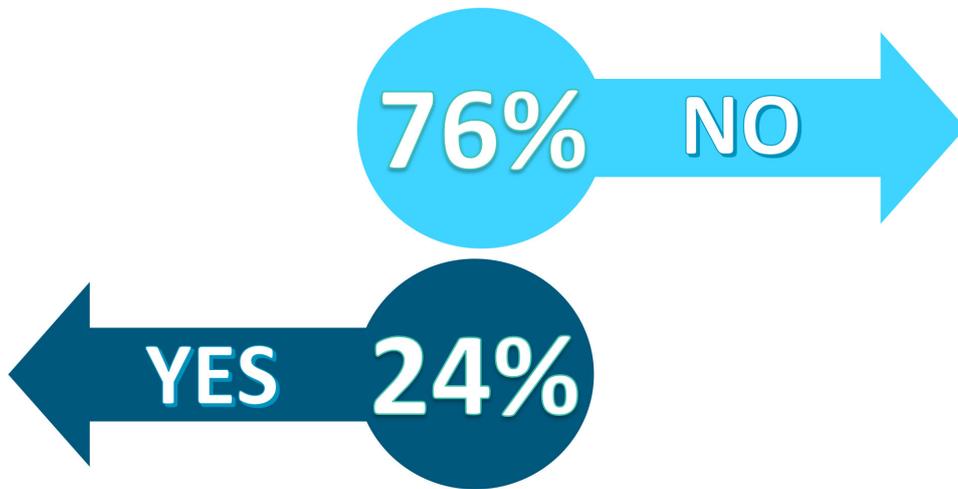
 The majority of the reports indicated no restrictions for berthing or departure. The ships reporting restrictions were asked to specify their experience. The comments received related to many different causes, such as draft restrictions, tidal issues, strong wind and/or ports only accessible in daylight.

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

YES	**83%**
NO	**17%**
BLANK	**0%**
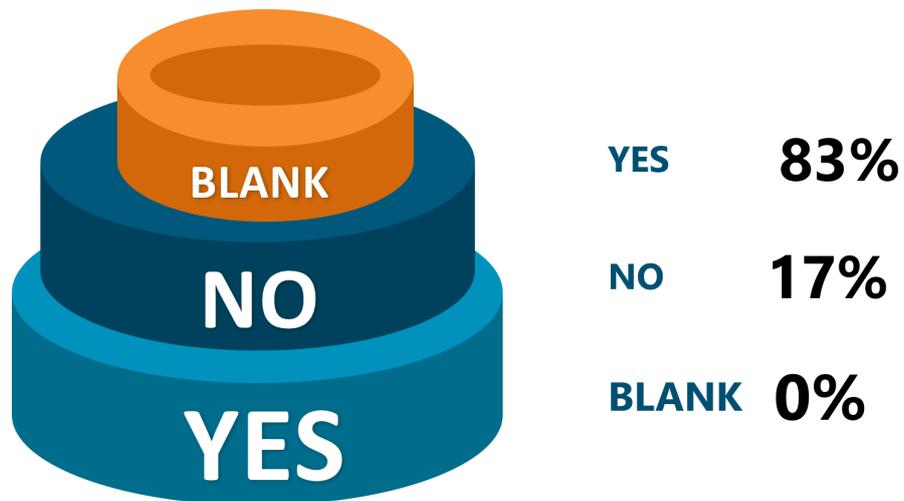
Ships were in general able to set the gangway. But it is unacceptable that 17% were not able to set the gangway, which hindered access to the ship. Furthermore, it is a safety concern that the seafarers would not be able to abandon ship in case of a fire. The figures remain unchanged compared to last year's survey. This is one of the areas BIMCO will focus on in the future and start a dialogue with the relevant terminals.

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

17%
YES

83%
NO

A large majority of the reports indicates that there were no restrictions on crew change, crew leave and supplies. The 17% 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 asked if the shore lighting was suitable for the operation:
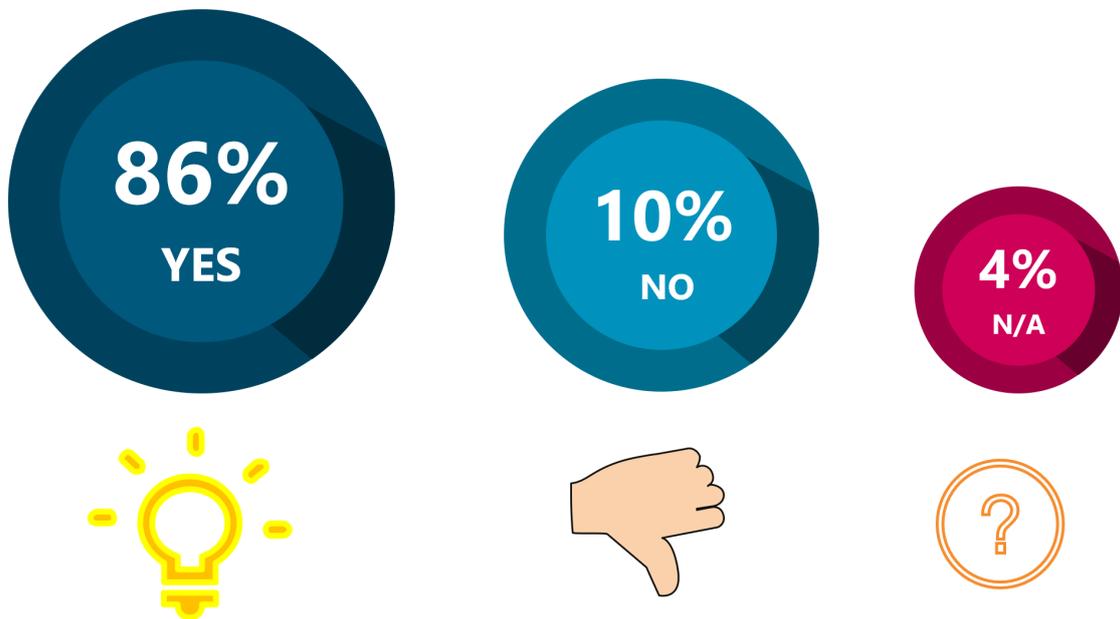
In general, the picture is the same as last year: there was sufficient illumination for berthing operations. The 10% of darkness is a cause of concern as there are safety issues related to this.

Question 20 asked if the ship shore checklist was completed by both parties:
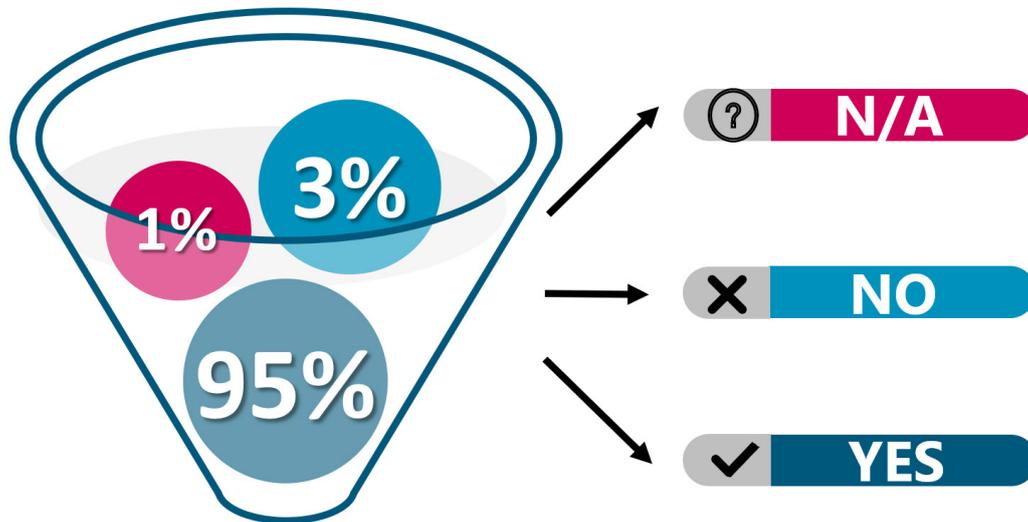
The majority of the ships participating confirmed that checklists were completed by both parties. This is positive as it underlines the will to co-operate, which is also observed in other parts of the survey.

Question 21 asked if the terminal provided an Emergency Procedure Notice:
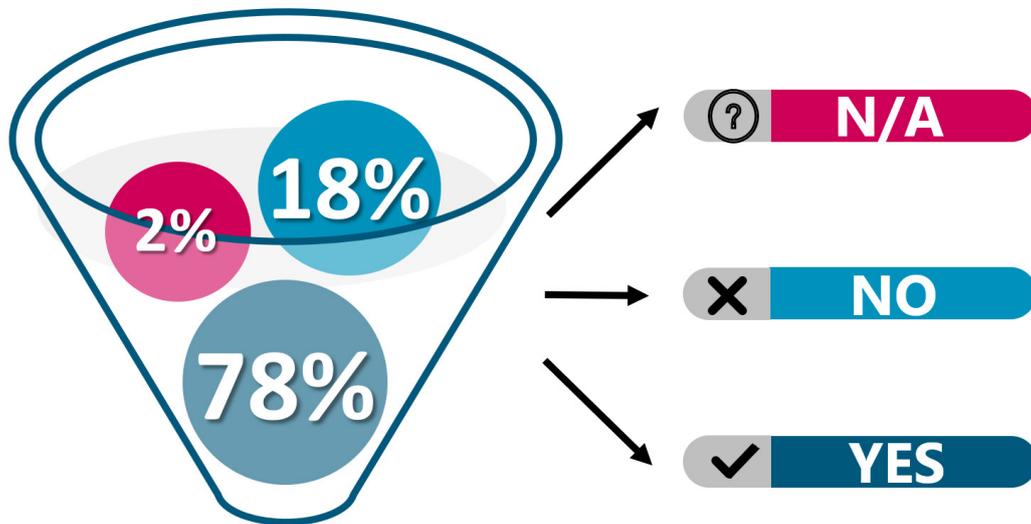
More than three- quarters of the terminals provided an Emergency Procedure Notice, which is an unchanged figure compared to last year's survey. On the other hand, it was not acceptable that almost 20% of the terminals did not provide this very important safety related notice and this is one of the areas BIMCO will focus on in the future.

Question 22 asked if ships received sufficient information about the terminal to enable ships to plan the loading and unloading:
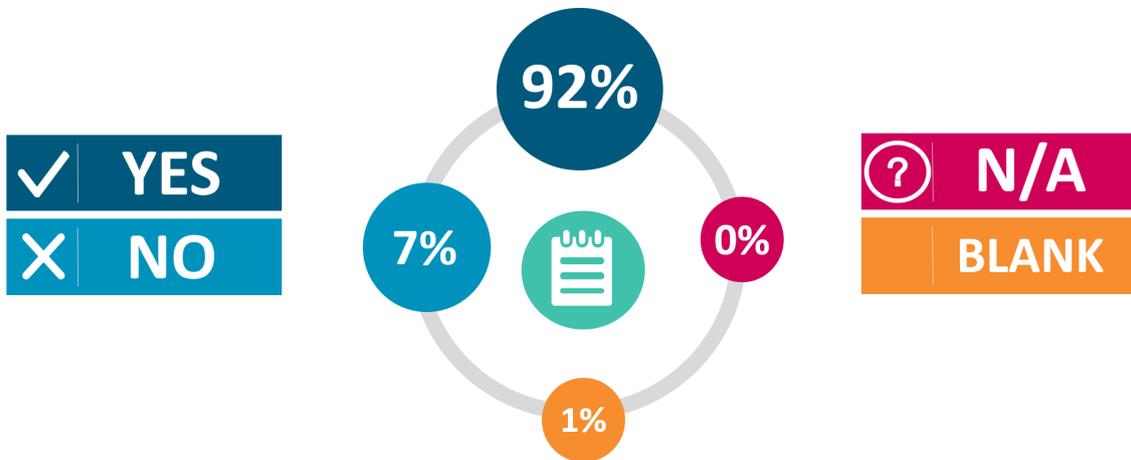
The question still receives a very high rate of positive feedback. The minority of terminals that did not provide the information need to do so and this will be a focus area for BIMCO.

Question 23 asked if terminals set any limitations or restrictions on loading/unloading procedures given by the ship:
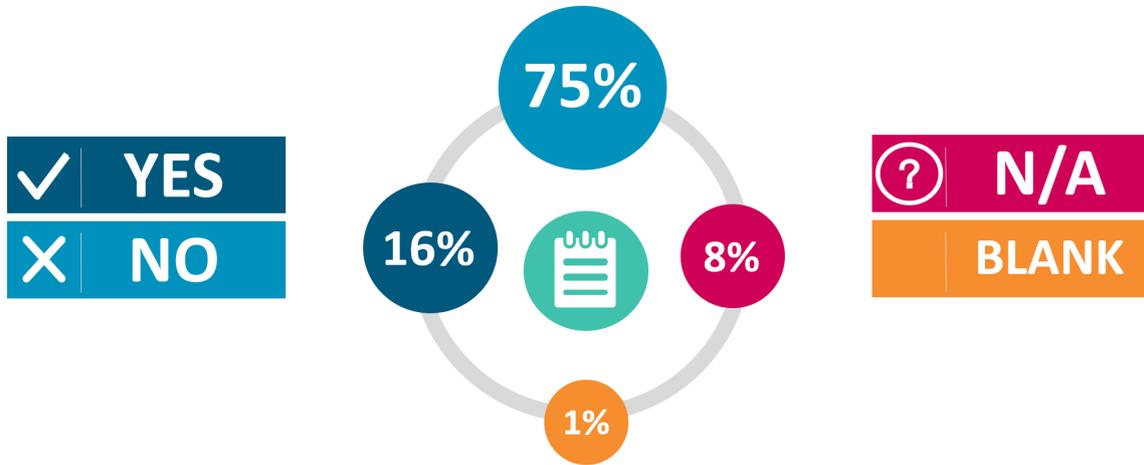
16% of the terminals forwarded the restrictions or limitations, which were mostly on draft or air draft limitations. Also, this year a few replies addressed de-ballasting and loading sequences.

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

3%
YES

96%
NO
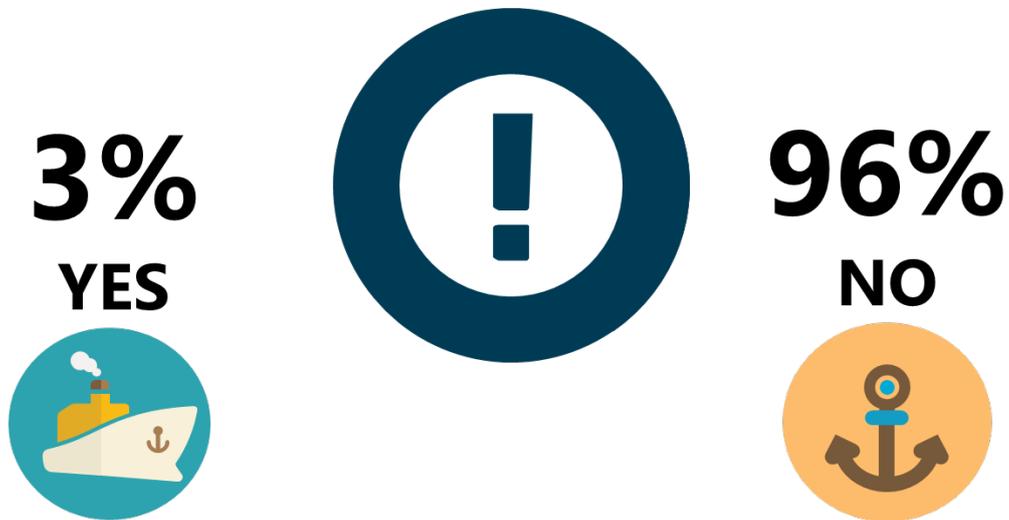
96% of the reports did not experience any unpleasant pressure regarding unsafe handling or loading rates. However, three per cent did experience a totally unacceptable level of pressure on the ship, her crew or master. This is the same picture as last year.

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

84%
YES

10%
N/A

5%
NO
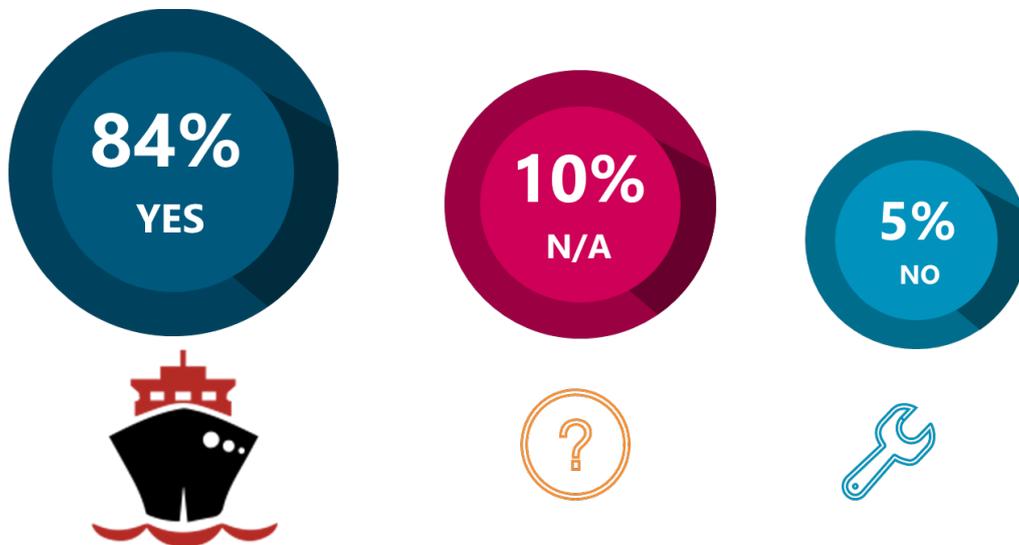
Also, this year, a high percentage of reports indicated a good level of information on operational changes.

Question 26 asked ships to specify the means of communication used between ship and terminal:
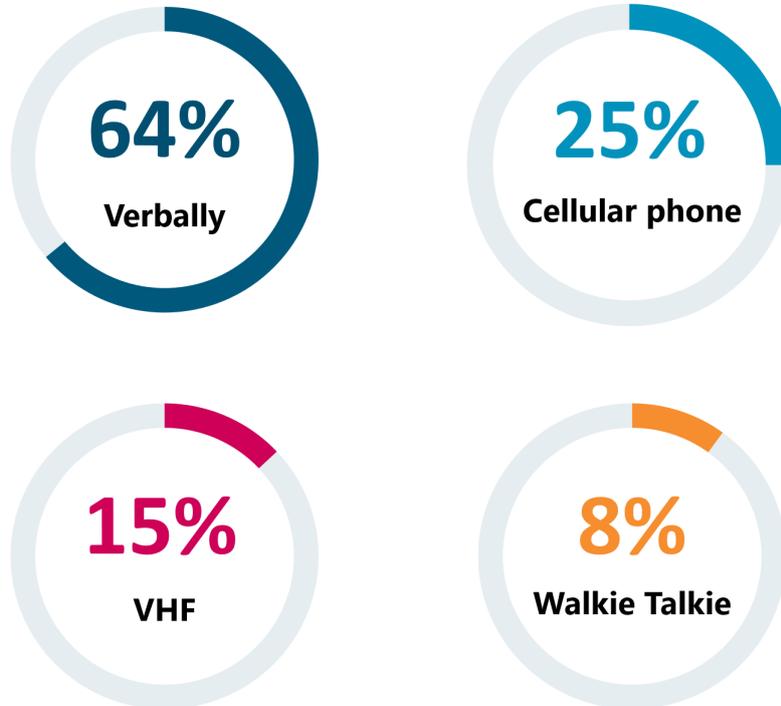
The means of communication between ship and terminal varied significantly but the tendency to use verbal communication through a terminal appointed foreman has increased slightly. The foreman is still the most important means of communication. Some concerns were also raised about shore crew language skills.

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

97%
YES

3%
NO

The result shows similar numbers 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 three per cent unfit for purpose.

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

88%
YES

11%
NO
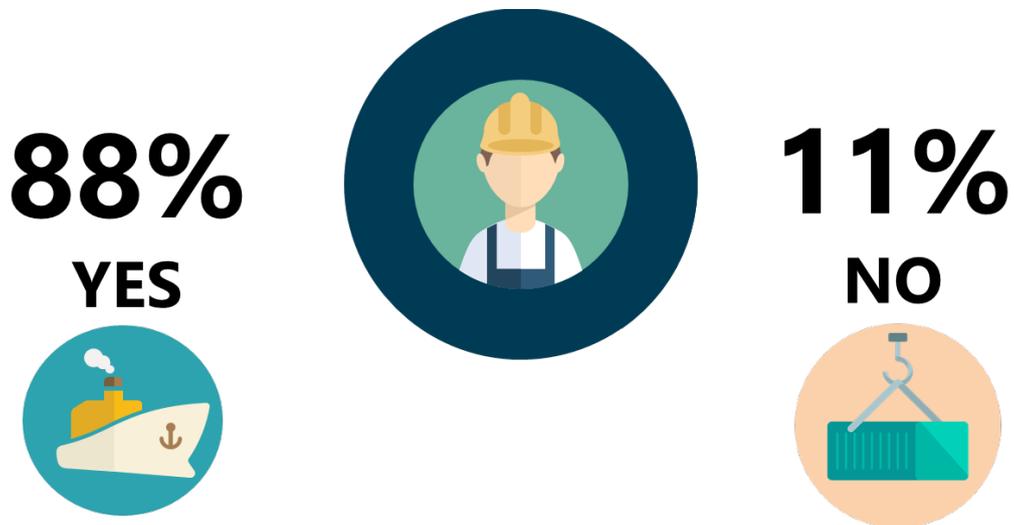
Compared to last year's survey, there has been a change of nearly 10% with regard to the operational status of the terminal equipment. Unfortunately, comments do not give any clear reasons for this increase. The few comments received on the deficiencies were related to cranes and conveyor belts. None of the reported defects seemed to cause delays.

Question 31 asked if the master used tug(s) during the operation:
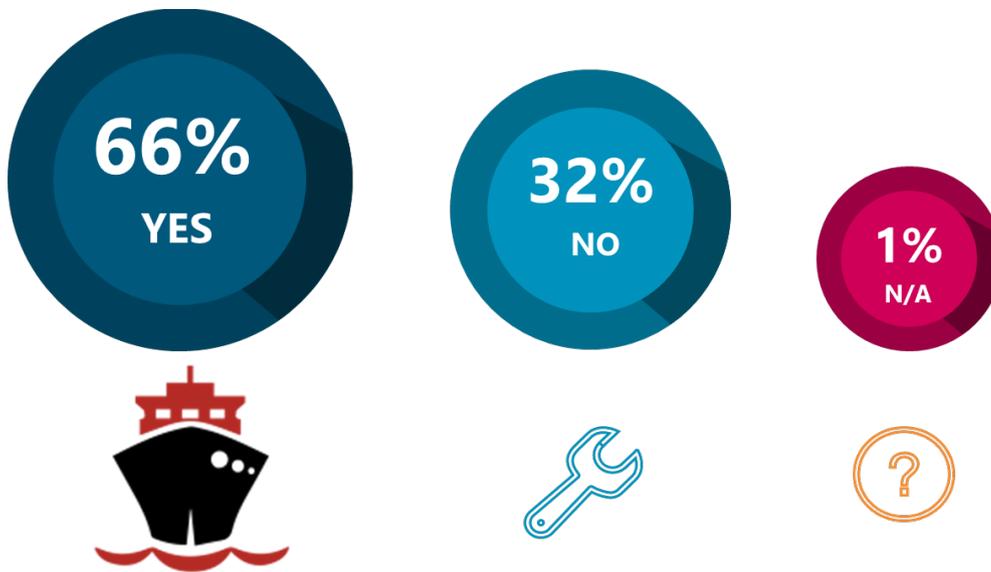
66% of the reports stated that the ships used tugs and this is 4% less compared to last year. 32% of the ships did not need tugs for the berthing operations (2% up compared to last year).

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

Online Content
YES

Market Analysis
NO

Population
BLANK

40%

4%   56%
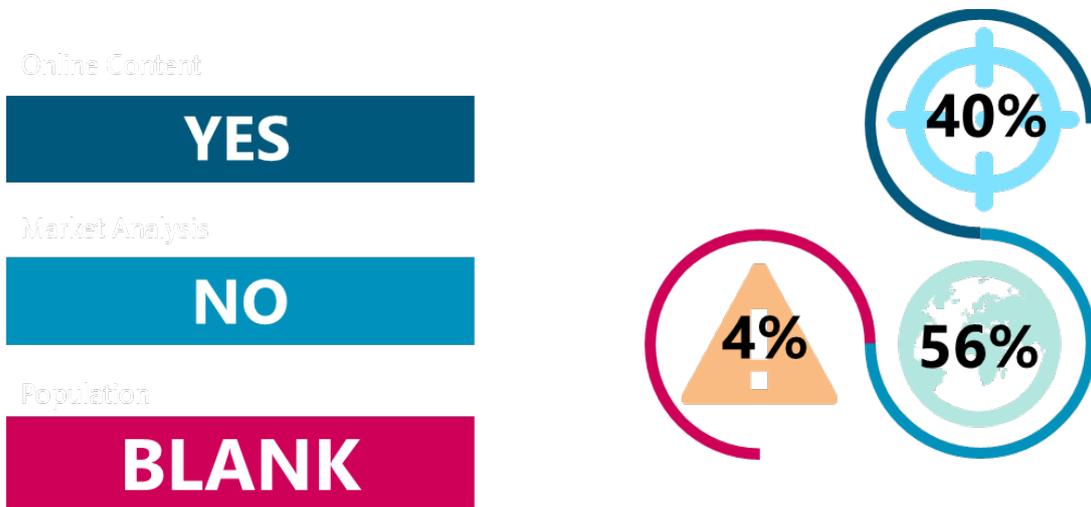
Only 40% of the report indicated using garbage and /or sludge facilities at the terminal and no comments were given on the subject.

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

YES

NO

BLANK
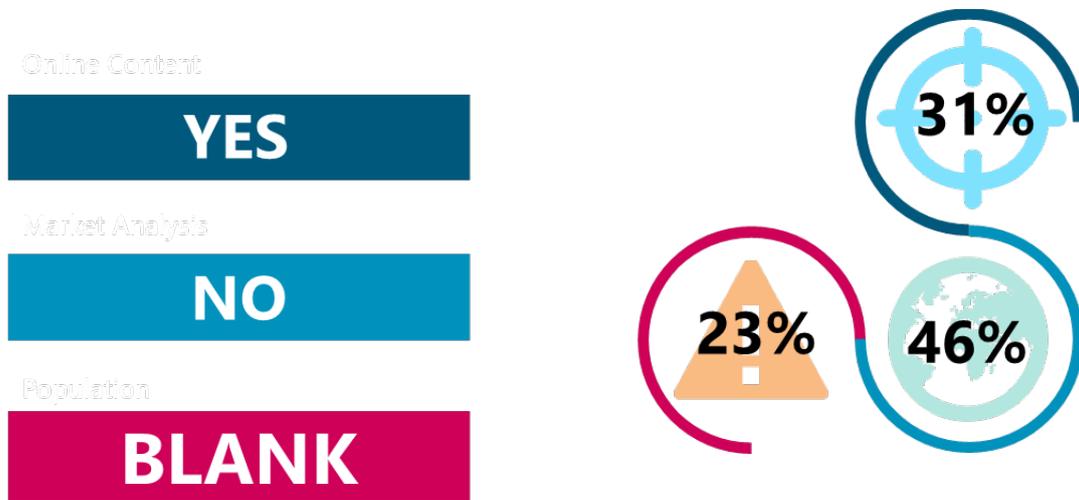
31% of the ships were supplied with fresh water. Some reports indicated that the terminal's fresh water offered was not safe for human consumption. In many cases, excessive costs on garbage and fresh water supplies were experienced.

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 2017.

Name of terminal	Country	UN/LOCODE	Number of entries
New Orleans	USA	US-MSY	33
Port Alfred	Canada	CA-PAF	24
Veracruz	Mexico	MX-VER	17
Barranquilla	Colombia	CO-BAQ	13
Santa Marta	Colombia	CO-SMR	13
Bilbao	Spain	ES-BIO	11
Vancouver	Canada	CA-VAN	10
Puerto Cortés	Honduras	HN-PCR	9
Rio Haina	Dominican Republic	DO-HAI	8
Cartagena	Colombia	CO-CTG	8
Santander	Spain	ES-SDR	8
Kingston	Jamaica	JM-KIN	7
Houston	USA	US-HOU	7
Port-Au-Prince	Haiti	HT-PAP	6
Thunderbay	Canada	CA-THU	6
Gent (Ghent)	Belgium	BE-GNE	5
Point Comfort	USA	US-PCR	5
Quebec	Canada	CA-QUE	5
Cristobal	Panama	PA-CTB	5
Tampa	USA	US-TPA	5
Richards Bay	South Africa	ZA-RCB	5
Altamira	Mexico	MX-ATM	5
Galveston	USA	US-GLS	5
Puerto Cabello	Venezuela	VE-PBL	5
Lake Charles	USA	US-LCH	5
Tianjin	China	CN-TXG	5
Port Hedland	Australia	AU-PHE	4
Antwerp	Belgium	BE-ANR	4
Burns Harbor	USA	US-BNB	4
Cienaga	Colombia	CO-CIE	4
Point Lisas	Trinidad And Tobago	TT-PTS	4
Port Arthur	USA	US-POA	4
Pointe-À-Pitre	Guadeloupe	GP-PTP	4
Gramercy	USA	US-GRY	4

Santos	Brazil	BR-SSZ	3
Sorel	Canada	CA-SOR	3
Buenaventura	Colombia	CO-BUN	3
Port Of Moa	Cuba	CU-MOA	3
Barahona	Dominican Republic	DO-BRX	3
Pointe-À-Pitre	Guadeloupe	GP-PAP	3
Rotterdam	Netherlands	NL-RTM	3
Mosjoen	Norway	NO-MJF	3
Cleveland	USA	US-CLE	3
Milwaukee	USA	US-MKE	3
Nolan	USA	US-NLZ	3
Szczecin	Poland	PL-SZZ	3
Xiamen Gaoqi	China	CN-XMN	3
Fort-De-France	Martinique	MQ-FDF	3
Al Jubail Port	Saudi Arabia	SA-JUB	3
Beaumont	USA	US-BPT	3
Port Esquivel	Jamaica	JM-PEV	3
Krishnapatnam	India	IN-KRI	3
Paradip	India	IN-PPT	3
Vanino	Russian Federation	RU-VNN	3
Santo Domingo	Dominican Republic	DO-SDQ	3
Gladstone	Australia	AU-GLT	3
Bing Bong	Australia	AU-BBG	2
Port Kembla	Australia	AU-PKL	2
Port Lincoln	Australia	AU-PLO	2
Baie Comeau	Canada	CA-BCO	2
Dalian	China	CN-DLC	2
Rizhao	China	CN-RZH	2
Zhoushan Pt	China	CN-ZOS	2
Puerto Bolívar	Colombia	CO-PBO	2
Puerto Plata	Dominican Republic	DO-POP	2
Haldia	India	IN-HAL	2
Manzanillo	Mexico	MX-ZLO	2
Aaheim	Norway	NO-AHM	2
Callao	Peru	PE-CLL	2
Constanta	Romania	RO-CND	2
Jacksonville	USA	US-IJX	2
Vung Áng	Vietnam	VN-VAG	2
Contrecoeur	Canada	CA-COC	2
Halifax	Canada	CA-HAL	2
Bari	Italy	IT-BRI	2

Karmøy Karmoy	Norway	NO-KMY	2
Narvik	Norway	NO-NVK	2
Baton Rouge	USA	US-BTR	2
Panama City	USA	US-PFN	2
Sines	Portugal	PT-SIE	2
Torneå (Tornio)	Finland	FI-TOR	2
Santo Tomas De Castilla	Guatemala	GT-STC	2
Pueblo Noevo	Columbia	CO-PNU	2
Tubarão Tubarao	Brazil	BR-TUB	2
Victoria Da	Brazil	BR-VDC	2
Longkou	China	CN-LKU	2
Bahía Las	Panama	PA-PBM	2
Mesaieed	Qatar	QA-MES	2
Port-Of-Spain	Trinidad & Tobago	TT-POS	2
Savannah	USA	US-SAV	2
Ponce	Puerto Rico	PR-PSE	2
Dampier	Australia	AU-DAM	2
Tobata/Kitakyushu	Japan	JP-TBT	2
Port-Cartier	Canada	CA-PCA	2
Zhenjiang	China	CN-ZHE	2
Vavouto	New Caledonia	NC-VAV	2
Tauranga	New Zealand	NZ-TRG	2
Nikolaev	Ukraine	UA-NIK	2
Norfolk	USA	US-ORF	2
Offshore Fujairah	United Arab Emirates	AE-OFJ	1
Ruwais Port	United Arab Emirates	AE-RWP	1
Quebracho/San Lorenzo	Argentina	AR-QBR	1
Sidney	Australia	AU-BVE	1
Esperance	Australia	AU-EPR	1
Newcastle	Australia	AU-NTL	1
Port Pirie	Australia	AU-PPI	1
Weipa	Australia	AU-WEI	1
Bridgetown	Barbados	BB-BGI	1
Itaguai	Brazil	BR-SPB	1
Santarem	Brazil	BR-STM	1
Freeport, Grand	Bahamas	BS-FPO	1
Three Rivers	Canada	CA-Three	1
Totoralillo (Caldera)	Chile	CL-CLD	1
Puerto Lirquen	Chile	CL-LQN	1
Puerto Montt	Chile	CL-PMC	1
San Antonio	Chile	CL-SAI	1

Beijing Terminal	China	CN-BJS	1
Caofeidian	China	CN-CFD	1
Dafeng / Yancheng	China	CN-DFG	1
Jingtang	China	CN-JTG	1
Majistan/Zhoushan	China	CN-MAJ	1
Qingdao Liuting	China	CN-TAO	1
Zhangjiagang	China	CN-ZJG	1
Guayabal	Cuba	CU-GYB	1
Vasilikos	Cyprus	CY-VAS	1
Esbjerg	Denmark	DK-EBJ	1
Esmeraldas	Ecuador	EC-ESM	1
Puerto De Aviles	Spain	ES-AVS	1
Puerto De Ferrol	Spain	ES-FRO	1
Itea	Greece	GR-ITA	1
Mylaki	Greece	GR-MYL	1
Santo Tomás	Guatemala	GT-IZ4	1
San Lorenzo	Honduras	HN-SLO	1
Banjarmasin	Indonesia	ID-BDJ	1
Port Ciwandan	Indonesia	ID-CIW	1
North Pulau	Indonesia	ID-NPL	1
Padang	Indonesia	ID-PDG	1
Jakarta	Indonesia	ID-UTC	1
Livorno	Italy	IT-LIV	1
Marina Di	Italy	IT-MDC	1
Taranto	Italy	IT-TAR	1
Kinuura	Japan	JP-KNU	1
Tomakomai	Japan	JP-TMK	1
Yokkaichi	Japan	JP-YKK	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	Libya	LY-KHO	1
Progreso	Mexico	MX-PGO	1
Manjung Lumut	Malaysia	MY-MAN	1
Lagos	Nigeria	NG-LOS	1
Sluiskil	Netherlands	NL-SLU	1
Svelgen	Norway	NO-SVE	1
Matarani	Peru	PE-MRI	1
Port Sual	Philippines	PH-MSC	1
Pt Maubah	Philippines	PH-BTG	1

Paramaribo	Suriname	SR-PBM	1
Khanom	Thailand	TH-KHA	1
Koh Sichang	Thailand	TH-KSI	1
Bejaia Port	Algeria	DZ-BJA	1
Taichung	Taiwan	TW-TXG	1
Cleveland, Ohio	USA	US-3CV	1
Beaumont	USA	US-BUO	1
Duluth	USA	US-DLH	1
Michigan, Detroit	USA	US-IGX	1
Newark	USA	US-NYC	1
Nemrut Bay	Turkey	TR-NEM	1
Port Everglades	USA	US-PEF	1
Richmond	USA	US-RIC	1
Brunswick	USA	US-SSI	1
El Jose	Venezuela	VE-ELJ	1
Punta Cardón	Venezuela	VE-PCN	1
Pertigalete	Venezuela	VE-PRG	1
Hochimin	Vietnam	VN-SGN	1
Campha	Vietnam	ZA-CPB	1
São Luís	Brazil	BR-SLZ	1
Rio Grande	Brazil	BR-GSU	1
Hamilton	Canada	CA-HAM	1
Fangcheng Pt	China	CN-FAN	1
Manfredonia	Italy	IT-MFR	1
Tuxpan	Mexico	MX-TUX	1
Dordrecht	Netherlands	NL-DOR	1
Terneuzen	Netherlands	NL-TNZ	1
Ijmuiden/Velsen	Netherlands	NL-IJM	1
Husnes	Norway	NO-HUS	1
Kristiansand	Norway	NO-KRS	1
Annaba (DZ-AAE)	Algeria	DZ-AAE	1
Mobile	USA	US-MOB	1
Alabama	USA	US-A9L	1
Darrow	USA	US-DRR	1
Saldanha Bay	South Africa	ZA-SDB	1
Casablanca	Morocco	MA-CAS	1
Rostock	Germany	DE-RSK	1
Brake	Germany	DE-BKE	1
Hamburg	Germany	DE-HAM	1
Brest	France	FR-BES	1
San Juan	Puerto Rico	PR-SJU	1

Tyne	United Kingdom	GB-TYN	1
Liverpool	United Kingdom	GB-LIV	1
Immingham	United Kingdom	GB-IMM	1
Muuga	Estonia	EE-MUG	1
Hadera	Israel	IL-HAD	1
Mina Sulman	Bahrain	BH-MIN	1
Nacala	Mozambique	MZ-MNC	1
Onsan (Ulsan)	South Korea	KR-ONS	1
Roberts Bank	Canada	CA-RTB	1
Rio Grande	Brazil	BR-RIG	1
Nicosia	Cyprus	CY-NIC	1
Batangas/Luzon	Philippines	PH-BTG	1
George Town	Guyana	GY-GEO	1
Iskenderun	Turkey	TR-ISK	1
Kwinana	Australia	AU-KWI	1
Dongguan Pt	China	CN-DGG	1
San Pedro	Dominican Republic	DO-SPM	1
Gangavaram	India	IN-GGV	1
Rocky Point	Jamaica	JM-ROP	1
Las Minas	Panama	PA-MNP	1
Itaqui	Brazil	BR-ITQ	1
Antonina	Brazil	BR-ANT	1
Goderich	Canada	CA-GOH	1
Coatzacoalcos	Mexico	MX-COA	1
Detroit	USA	US-DET	1
Baltimore	USA	US-BAL	1
Teesport	United Kingdom	GB-TEE	1
Björneborg (Pori)	Finland	FI-POR	1
Puerto Quetzal	Guatemala	GT-PRQ	1
Saint Petersburg	Russian Federation	RU-LED	1
Belize City	Belize	BZ-BZE	1
Nueva Palmira	Uruguay	UY-NVP	1
Rönnskär Ronnskar	Sweden	SE-ROR	1
Venice	Italy	IT-VCE	1
La Romana	Dominican Republic	DO-LRM	1
Houaïlou Houailou	New Caledonia	NC-HLU	1
Eregli	Turkey	TR-ERE	1
Moneypoint	Ireland	IE-MOT	1
Porto Alegre	Brazil	BR-PBX	1
Fort-Saint-John	Canada	CA-FSJ	1
Toronto	Canada	CA-TOR	1

Bayuquan	China	CN-BYQ	1
Dandong	China	CN-DDG	1
Jiangyin	China	CN-JGY	1
Ningde	China	CN-NDE	1
Zhanjiang	China	CN-ZHA	1
Tolú Tolu	Colombia	CO-TLU	1
Puerto Limon	Costa Rica	CR-LMN	1
Hazira Port/Surat	India	IN-HZA	1
Gresik, Java	Indonesia	ID-GRE	1
Samarinda, Kalimantan	Indonesia	ID-SRI	1
Mombasa	Kenya	KE-MBA	1
Bintulu	Malaysia	MY-BTU	1
Tampico	Mexico	MX-TAM	1
Dar Es	Tanzania	TZ-DAR	1
Beatty	USA	US-BTY	1
Portland	USA	US-PQD	1
Vejot	Venezuela	VE-JOT	1
Rosario	Argentina	MX-LRS	1
San Lorenzo	Argentina	AR-SLO	1
Brisbane	Australia	AU-BNE	1
Bahrain Steel Jetty	Bahrain	BH-BAH	1
Mongla	Bangladesh	BD-MGL	1
Acarau	Brazil	BR-ACU	1
Caojing	China	CN-CJG	1
Qinzhou	China	CN-QZH	1
Yangjiang	China	CN-YJI	1
Taizhou	China	CN-TZO	1
Shanghai	China	CN-SGH	1
Durban	South Africa	ZA-DUR	1
Adang Bay	Indonesia	ID-ADB	1
Onahama	Japan	JP-ONA	1
Maputo	Mozambique	MZ-MPM	1
Noumea	New Caledonia	NC-NOU	1
Whangarei	New Zealand	NZ-WRE	1
Port Harcourt	Nigeria	NG-PHC	1
Subic Bay	Philippines	PH-SFS	1
Gizan	Saudi Arabia	SA-GIZ	1
Dakar	Senegal	SN-DKR	1
Grays Harbor	USA	US-AGP	1
Bajo Grande/Maracaibo	Venezuela	VE-BJV	1