



BIMCO DRY BULK TERMINALS VETTING REPORT 2016

Abstract

Based on collected data from ship visits to dry bulk terminals this report evaluates terminal performances covering the period from January 2015 to December 2016.

BIMCO dry bulk terminals vetting report 2016

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1. Introduction

BIMCO launched its Dry Bulk Vetting of Terminals scheme on 19 January 2015. The vetting scheme requests 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 a 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 first of its kind and the results are based on data collected from 19 January 2015 to 1 December 2016. BIMCO plans to publish this report annually.

The vetting reporting scheme can be found on the BIMCO website under

https://www.bimco.org/web/Dry_bulk_terminal_vetting

2. Questionnaire

The questionnaire consisted of 33 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 below graduation:

- **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 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, a ship has the possibility to answer more detailed sub-questions. These answers, together with any specific comments, are shown under the specific port on the BIMCO web page. The sub-questions and comments provide a detailed picture to complement the five main categories. The detailed findings are presented in Annex A.

3. General Statistics

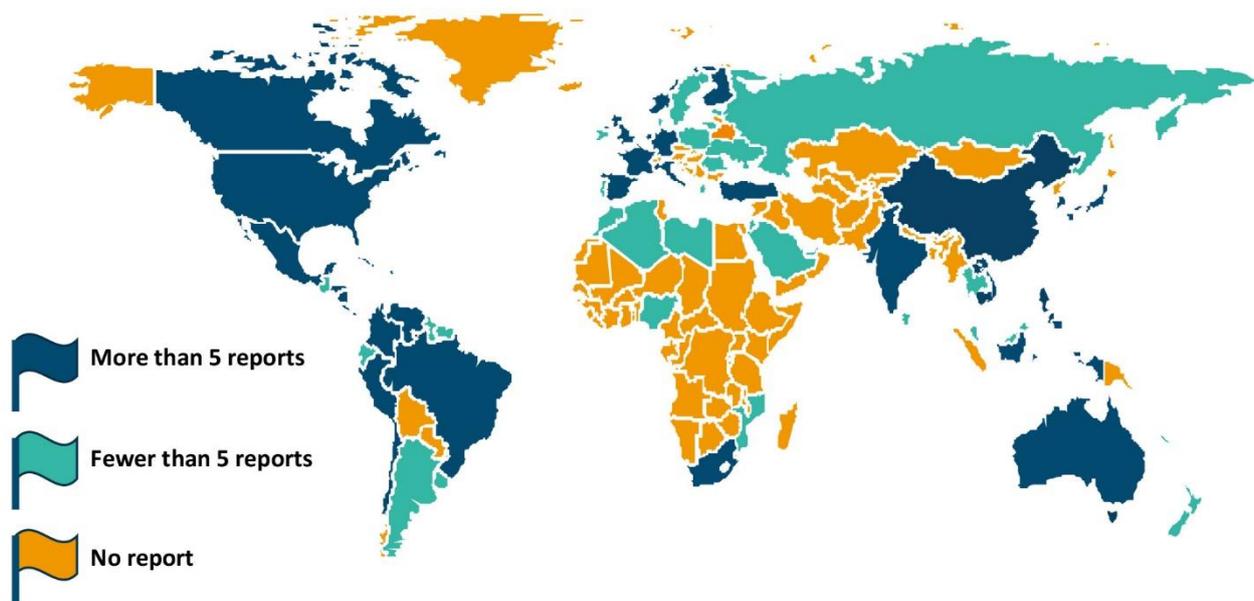


Figure 1: The map shows that 74 countries had terminals, which were included in the vetting scheme.

The statistics in this report have been based on a total of 443 reports from 231 different terminals around the world. By the end of 2016, 74 countries were covered by the survey.

- 231 terminals were covered by the vetting scheme
- 74 countries were included in the scheme
- 15 terminals had more than five report entries
- 94 ships participated in the vetting scheme.

For statistical validation and anonymity purposes, results of the terminal vetting will not be published on the BIMCO website until there are more than five reports received concerning that particular port. By 1 December 2016, 15 ports had more than five reports.

Below you will find an overview of the ports with more than five reports. The rating given spanned between excellent/very good to fair. The score was calculated based on a weighing system where loading and unloading had the highest weight followed by mooring and berth arrangements and information exchange. The lowest weights were given to terminal equipment and services.

Name	Country	UN/LOCODE	Entries	Ranking
Santa Marta	Colombia	CO-SMR	7	1
Bilbao	Spain	ES-BIO	11	2
Port Alfred	Canada	CA-PAF	24	3
Rio Hania	Dominican Republic	DO-HAI	7	4
Gent(Ghent)	Belgium	BE-GNE	5	5
Vancouver	Canada	CA-VAN	9	6
Thunderbay	Canada	CA-THU	5	7
New Orleans	USA	US-MSY	18	8
Porto Cortés	Honduras	HN-PCR	6	9
Point Comfort	USA	US-PCR	5	10
Veracruz	Mexico	MX-VER	6	11
Cartagena	Colombia	CO-CTG	6	12
Kingston	Jamaica	JM-KIN	6	13
Port-au-Prince	Haiti	HT-PAP	6	14
Barranquilla	Colombia	CO-BAQ	9	15

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

12 ports were rated average or better and three ports were rated as fair. There is no common explanation for the fair ratings. The ports that were rated average have the common denominator of good communication between ship and terminal. Based on the 130 reports we received covering 15 ports that have more than 5 reports, it has been very difficult to draw any conclusions due to geographical or regional factors. The statistical material was not significant. Based on a total number of reports, a slightly lower rating was received for some ports in the northern part of South America compared to the average. Yet some ports in the same region had very high ratings.

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 33 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. This paints a very 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. Some negative comments were received due to 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 95% of the reports rated average or better, giving a rating of 3.6. This was the highest rating in the entire questionnaire indicating that terminals put a lot of effort into their core business to load and unload cargo in an efficient and safe manner. The two poor ratings submitted were not clarified by comments – but details from the sub-questions indicated that ship’s trimming was an issue of dispute. Loading plans were generally available and were followed without amendments. Also, loading handling was conducted without damage to ship or equipment. Answers concerning trimming of the cargo were slightly lower but were still on the positive side. The master was 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 ¹	Entries	Terminal handling of loading/unloading results	Position
Bilbao	Spain	ES-BIO	11	4.1	1
Santa Marta	Colombia	CO-SMR	7	4.0	2
Rio Hania	Dominican Republic	DO-HAI	7	4.0	2
Port Alfred	Canada	CA-PAF	24	4.0	2
Thunderbay	Canada	CA-THU	5	3.8	5
Gent(Ghent)	Belgium	BE-GNE	5	3.8	5
Porto Cortés	Honduras	HN-PCR	6	3.7	7
Vancouver	Canada	CA-VAN	9	3.7	7
New Orleans	USA	US-MSY	18	3.6	9
Veracruz	Mexico	MX-VER	6	3.5	10
Point Comfort	USA	US-PCR	5	3.4	11
Cartagena	Colombia	CO-CTG	6	3.3	12
Port-au-Prince	Haiti	HT-PAP	6	3.0	13
Barranquilla	Colombia	CO-BAQ	9	2.8	14
Kingston	Jamaica	JM-KIN	6	2.7	15

Table 2: Average results of terminals regarding loading and unloading.

Terminal mooring and berth arrangements



Figure 4: Results of the vetting of mooring arrangements.

¹ UN/LOCODE stands for United Nations Code for Trade and Transport Locations

Question 11 dealt with mooring arrangements referring to berth, water depth and surge. A total of 91% of the reports were rated as average or better giving an average result of 3.5 which was the lowest average in the questionnaire. This score was satisfactory and indicated a very good standard of piers and mooring equipment as well as satisfaction with regard to the surge, tidal waters and the wind effects. 12 ratings came out as poor referring to lack of manoeuvrability and general port restrictions. More details about mooring arrangements 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 mooring and berthing arrangements results	Position
Santa Marta	Colombia	CO-SMR	7	4.1	1
Vancouver	Canada	CA-VAN	9	3.7	2
Cartagena	Colombia	CO-CTG	6	3.7	2
Bilbao	Spain	ES-BIO	11	3.6	4
Point Comfort	USA	US-PCR	5	3.6	4
Gent(Ghent)	Belgium	BE-GNE	5	3.6	4
Rio Hania	Dominican Republic	DO-HAI	7	3.6	4
Port Alfred	Canada	CA-PAF	24	3.5	8
Porto Cortés	Honduras	HN-PCR	6	3.5	9
Veracruz	Mexico	MX-VER	6	3.3	10
New Orleans	USA	US-MSY	18	3.3	10
Kingston	Jamaica	JM-KIN	6	2.8	12
Thunderbay	Canada	CA-THU	5	2.8	12
Barranquilla	Colombia	CO-BAQ	9	2.8	12
Port-au-Prince	Haiti	HT-PAP	6	2.7	15

Table 3: Average results of terminals regarding mooring arrangements.

Information exchange between ship and terminal



Figure 5: Results of the vetting of communication between ship and terminal.

Question 18 dealt with the information exchange between ship and terminal and the ability to inform about changes. A total of 93% of the reports gave an overall average of 3.6. The result indicated a very good and direct communication between ship and terminal. The reports also indicated that in case of changes in operating conditions, there was good communication. The means of communication differed but there was a tendency to use a terminal appointed foreman as the primary contact between ship and terminal. Although some comments were expressed about lack of language skills and offensive port authorities, the average result was still positive. One issue raised some concerns: several terminals did not provide an “Emergency Procedure Notice” for the ship. 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 ship and terminal results	Position
Santa Marta	Colombia	CO-SMR	7	4.0	1
Bilbao	Spain	ES-BIO	11	4.0	1
Thunderbay	Canada	CA-THU	5	4.0	1
Port Alfred	Canada	CA-PAF	24	3.9	4
Rio Hania	Dominican Republic	DO-HAI	7	3.9	4
Gent(Ghent)	Belgium	BE-GNE	5	3.8	6
New Orleans	USA	US-MSY	18	3.7	7
Kingston	Jamaica	JM-KIN	6	3.5	8
Vancouver	Canada	CA-VAN	9	3.4	9
Point Comfort	USA	US-PCR	5	3.4	9
Veracruz	Mexico	MX-VER	6	3.3	11
Cartagena	Colombia	CO-CTG	6	3.2	12
Porto Cortés	Honduras	HN-PCR	6	3.2	12
Barranquilla	Colombia	CO-BAQ	9	2.9	14
Port-au-Prince	Haiti	HT-PAP	6	2.7	15

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

Terminal equipment



Figure 6: Results of vetting the terminal area and the equipment.

Question 26 dealt with terminal equipment and the degree of maintenance as well as operational status. A total of 93% of the reports were rated as average or better giving an average result of 3.6 which is the third best result. This indicates a high standard on terminal areas and their safety. Maintenance and operability were rated very good, although some remarks highlighted non-operational conveyers and cranes that had caused delays, without degrading the vetting. 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	Position
Santa Marta	Colombia	CO-SMR	7	4.1	1
Point Comfort	USA	US-PCR	5	4.0	2
Port Alfred	Canada	CA-PAF	24	3.9	3
Porto Cortés	Honduras	HN-PCR	6	3.8	4
Gent(Ghent)	Belgium	BE-GNE	5	3.8	4
Bilbao	Spain	ES-BIO	11	3.7	6
Rio Hania	Dominican Republic	DO-HAI	7	3.7	6
Vancouver	Canada	CA-VAN	9	3.7	6
Thunderbay	Canada	CA-THU	5	3.6	9
New Orleans	USA	US-MSY	18	3.5	10
Veracruz	Mexico	MX-VER	6	3.3	11
Cartagena	Colombia	CO-CTG	6	3.3	11
Barranquilla	Colombia	CO-BAQ	9	3.0	13
Port-au-Prince	Haiti	HT-PAP	6	3.0	13
Kingston	Jamaica	JM-KIN	6	2.8	15

Table 5: Average results of terminals regarding terminal equipment.

Terminal services:



Figure 7: Results of the services provided by the terminal.

Question 29 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 95% 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 service's were to a very high degree, used and welcomed by the ships. This could be seen 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 15 terminals with more than five ratings were rated in the below schedule:

Name	Country	UN/LOCODE	Entries	Terminal service	Position
Rio Hania	Dominican Republic	DO-HAI	7	4.1	1
Santa Marta	Colombia	CO-SMR	7	4.0	2
Port Alfred	Canada	CA-PAF	24	4.0	2
Bilbao	Spain	ES-BIO	11	3.9	4
Thunderbay	Canada	CA-THU	5	3.8	5
Gent(Ghent)	Belgium	BE-GNE	5	3.8	5
Vancouver	Canada	CA-VAN	9	3.7	7
New Orleans	USA	US-MSY	18	3.6	8
Porto Cortés	Honduras	HN-PCR	6	3.5	9
Point Comfort	USA	US-PCR	5	3.4	10
Veracruz	Mexico	MX-VER	6	3.3	11
Cartagena	Colombia	CO-CTG	6	3.3	11
Kingston	Jamaica	JM-KIN	6	3.2	13
Port-au-Prince	Haiti	HT-PAP	6	2.8	14
Barranquilla	Colombia	CO-BAQ	9	2.7	15

Table 6: Average results of terminal services.

5. Special findings

In this section, areas of specific interest are covered. This first annual report expands on the top three and bottom three average ratings, to find out if lessons can be learned from the results to date and to establish where terminals could improve.

Question	Text	Result
Q1	Rate the way the terminal handled the loading/unloading.	3.6
Q29	Rate the services provided by the terminal.	3.6
Q26	Rate the terminal area, the equipment with regards to maintenance and safe working conditions.	3.6
Q18	Rate the communication between ship and terminal.	3.6
Q33	Rate you overall experience with the terminal.	3.5
Q11	Rate the mooring arrangements (including fenders, bollard etc.)	3.5

Table 7: Comparison of results

The rating differentiation between high performance and low performance was less than 5%, which confirmed a high standard at the terminals.

6. Conclusion

The total number of reports from 94 ships was 443 covering 231 different terminals and all the key data in this report has been based on this feedback. To date there is insufficient data to draw solid statistical conclusions and make substantiated statements on dry bulk terminals and their performance. Nor can we express anything definite with regards to trends and details.

The reports received from the 15 terminals gave the basis for a sound and firm validation in this report on each of the terminal's performance and their individual average results, but there was insufficient foundation for drawing conclusions on geographical or regional differences.

94 ships participated in the vetting and BIMCO would like to thank all the ships participating for their invaluable contributions. The reporting indicates a general high standard of dry bulk terminals with a good or excellent overall performance especially with regards to performing loading and unloading, and the quality of the terminals and equipment. Communication between ship and terminal as well as the exchange of information was satisfactory even in cases where new plans had to be made.

There were a few areas with room for improvement. Some terminals should improve the language skills of the terminal personnel communicating with the ship's crew. Terminals should also consider the cost of services such as garbage removal and fresh water supplies as they in several cases were found to be excessive. The most severe observation in the survey was that some terminals did not provide Emergency Procedure Notices for ships berthed. This is, of course, unacceptable.

7. New questions and the way ahead

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

In December 2016, BIMCO improved the questionnaire by adding new questions aimed 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.

With the new questionnaire and easier access to the results from ships reporting on the BIMCO webpage, it is BIMCO's ambition to receive more reports from ships that will create a more solid data foundation to increase the quality of this service to members.

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

If necessary, the information we receive via the dry bulk terminal vetting scheme will be used on a case by case basis to encourage terminals to improve their practices etc.

Annex A: Sub-questions results and validation

Question 2: Did the terminal adhere to the agreed loading/unloading plan?



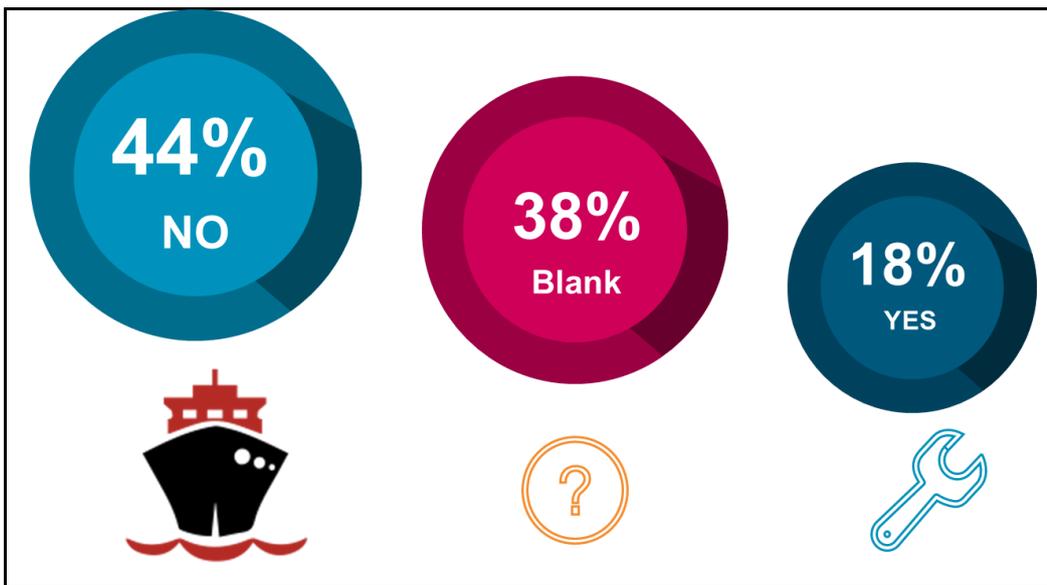
This diagram shows the numbers that provided the average ratio as to whether the terminal adhered to the agreed loading/unloading plan. There was a very high degree of compliance of plan stability and very few comments were received on terminals making changes without notice.

Question 3: Was a copy of the agreed loading/unloading plan available to the terminal control room personnel?



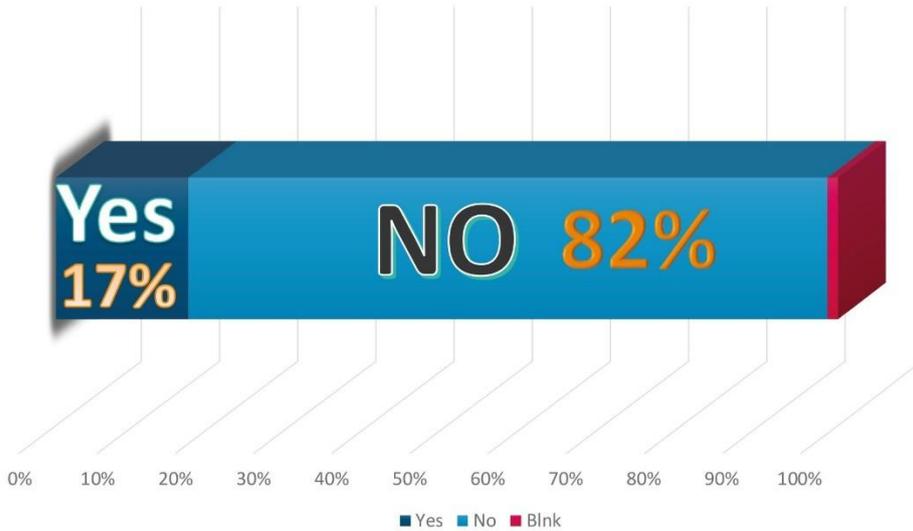
The figure shows the level of agreed loading/unloading plans available to the terminal control room personnel. There was almost full compliance with the issue and no comments were received on question three.

Question 4: Did the terminal impose any ballasting or de-ballasting restrictions?



Question four asked for comments to question three and ships were asked to specify if there were any ballasting or de-ballasting restrictions at the terminal. 62% of the reports had comments and approximately one third had experienced ballasting restrictions. The various comments concerned ballast water exchange taking place at sea, ballast operation causing delays and adding costs.

Question 5: Was the original loading/unloading plan changed?



Terminals to a high degree followed the loading plans. If the plans were changed, the questionnaire asked the ship 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: Was frequent shifting required necessary to facilitate loading/unloading operations?



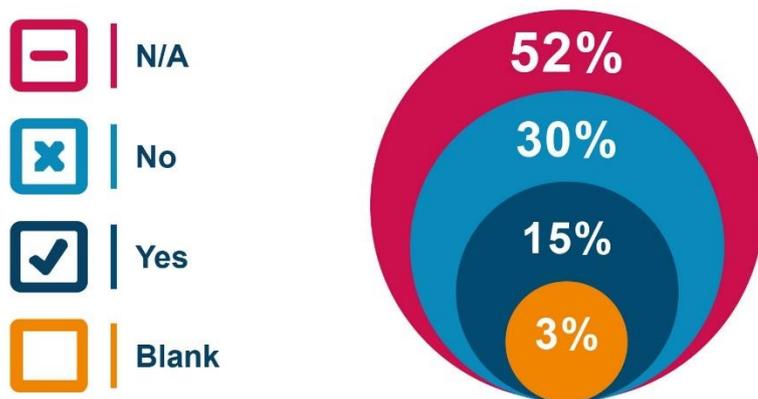
This figure demonstrates in how many cases shifting of ballast water was required for the completion of the loading operation.

Question 7: Did the terminal loading/unloading operation damage any parts of the ship or her equipment?



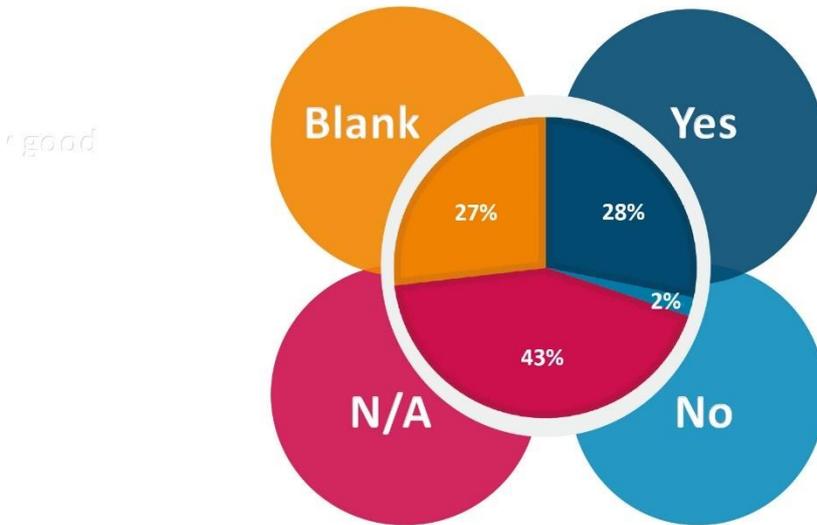
Loading operations seldom caused any damage to the ship or equipment. Ships were asked to describe the damage and if the terminal informed the ship about any damages. Most of the damage that occurred was to ladders and in all cases ships were properly informed about the damage.

Question 8: On reaching the trimming stage was it necessary to suspend the loading?



The main reason for suspending loading was for draft surveys and the duration was between 10 minutes and two and half hours. On one occasion, the delay was 15 hours and was caused by waiting for a grab certificate.

Question 9: Was the cargo trimmed to the master's requirement?



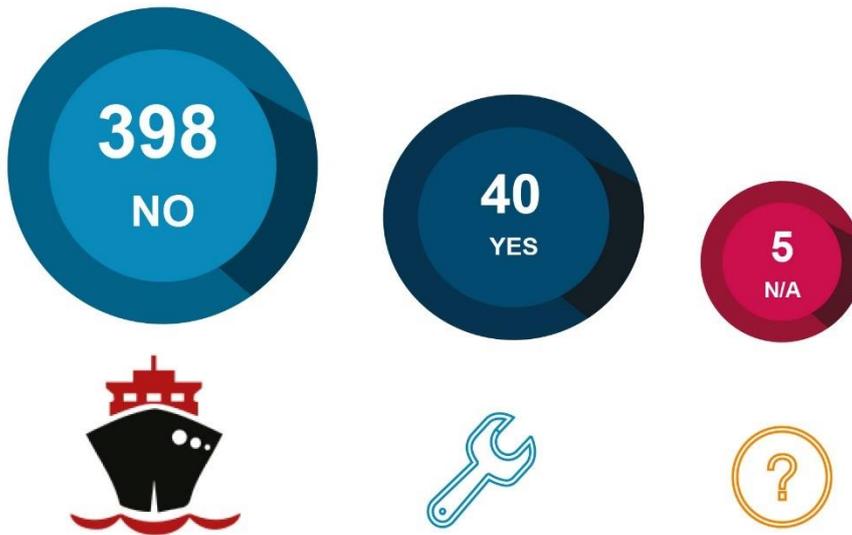
The question was followed by a possibility to comment if the answer was no. The results from this question survey did not give a clear picture of the issue and the comments on the 2% of no answers do not add any clarification to this issue. It may be that the sum of not applicable and yes indicates that the question is of little concern to ships.

Question 10: Was the final cargo quantity determined by shore figures or based on a draft survey?



There was an almost even split as to who decided on the cargo quantity as stated on the bill of loading. The shore based figures were reported to be lower than the draft survey numbers. The shore figures were in many cases accepted as estimates. In a few reports, there was a significant difference between the numbers and this always caused disputes.

Question 12: Was there any surge at the berth?



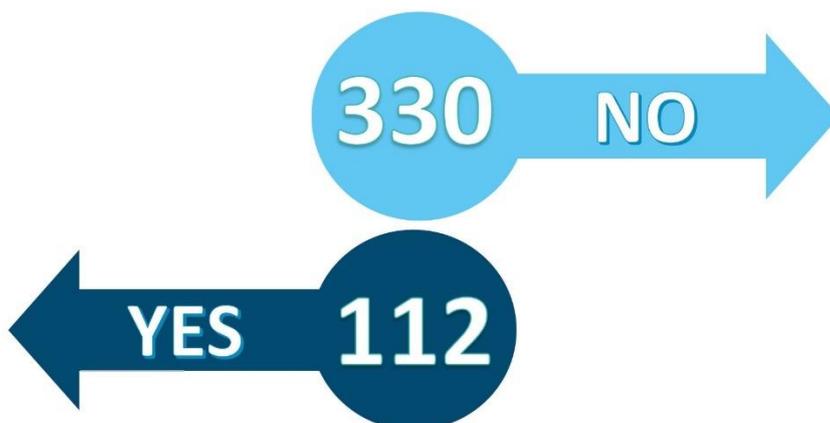
This survey showed that less than 10% of the reports experienced problems with surge at their berth. The ports, where the ship experienced a surge, can be found on the BIMCO web-page.

Question 13: Was the charted depth at the berth correct?



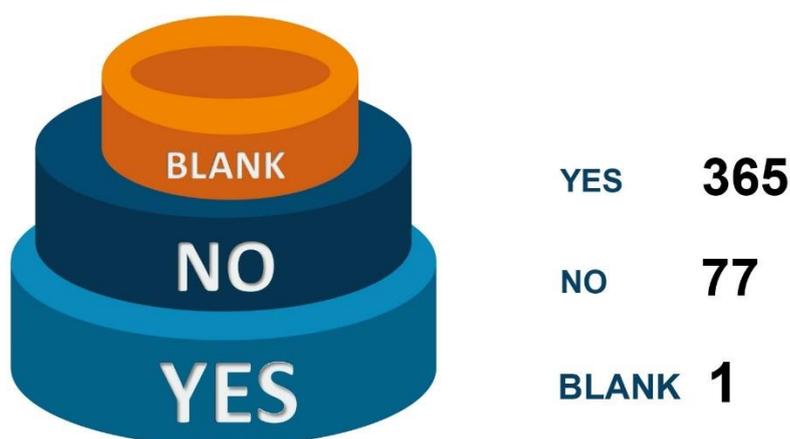
In the clear majority of cases, ships could rely on the charted data.

Question 14: Did the terminals have restrictions for berthing/departure such as limited night navigation etc.?



Three- quarters of all the reports did not experience 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 15: Were you able to set the gangway?



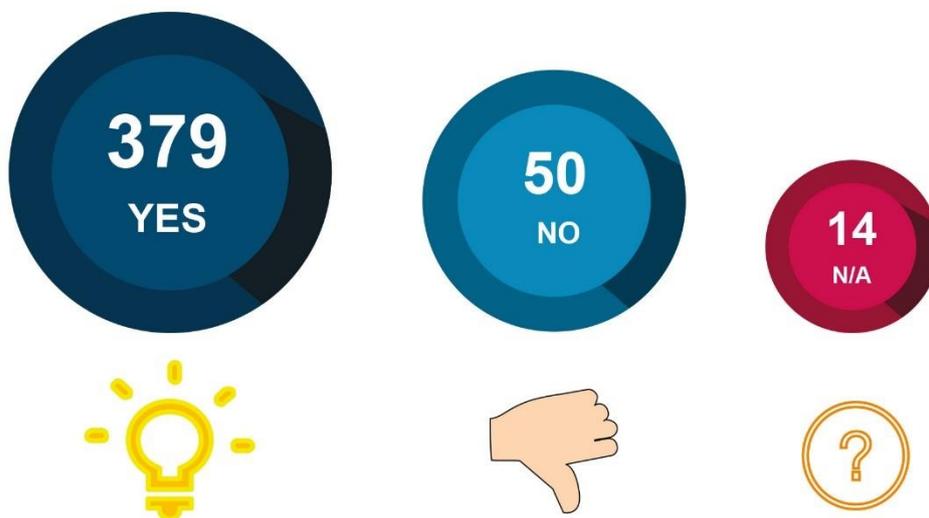
Ships were in general able to set the gangway. But it is unacceptable that 17% were not able to set the gangway and thereby hindering access to the ship. This is one of the areas BIMCO will focus on in the future and start a dialogue with relevant terminals.

Question 16: Did the terminal have any restrictions regarding crew change, crew shore leave, supply of stores/spares etc.?



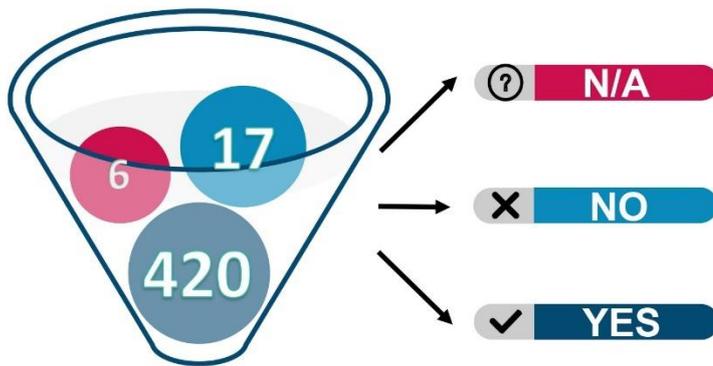
A large majority of the reports indicate that there were no restrictions on crew change, crew leave and supplies. The 16% that experienced problems specified port and security regulations as hindering smooth crew operations. A few reports mentioned that supplies were difficult to receive during bunkering operations.

Question 17: Was the shore lighting suitable for the operation?



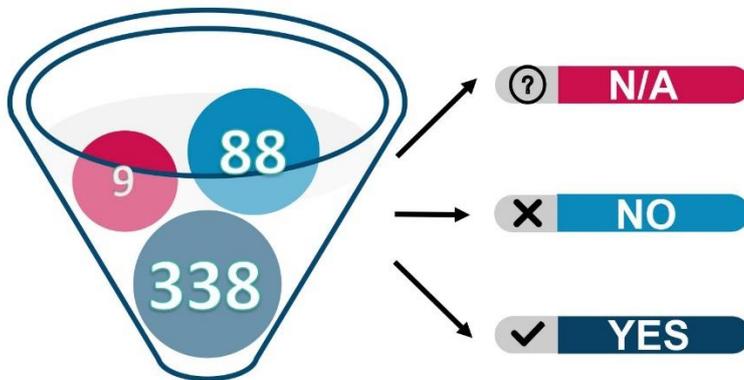
In general, there was sufficient illumination for berthing operations. The 11% of darkness could be a cause of concern as there are safety issues related to this.

Question 19: Was the ship shore checklist completed by both parties?



The majority of the ships participating confirmed that checklists were completed by both parties.

Question 20: Did the terminal provide an Emergency Procedure Notice?



Three- quarters of the terminals provided an Emergency Procedure Notice. On the other hand, it was not acceptable that up to 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 21: Did you receive sufficient information about the terminal, which made you able to plan the loading and unloading?



The question had 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 22: Did the terminal set any limitations or restrictions on loading/unloading procedures given by the ship?



18% of the terminals forwarded restrictions or limitations for ships. The considerations given were mostly about draft or air draft limitations. A few replies addressed ballast water and loading sequences.

Question 23: Did you experience pressure to agree to loading rates, loading/unloading sequences or other practices, which in your opinion were unsafe?



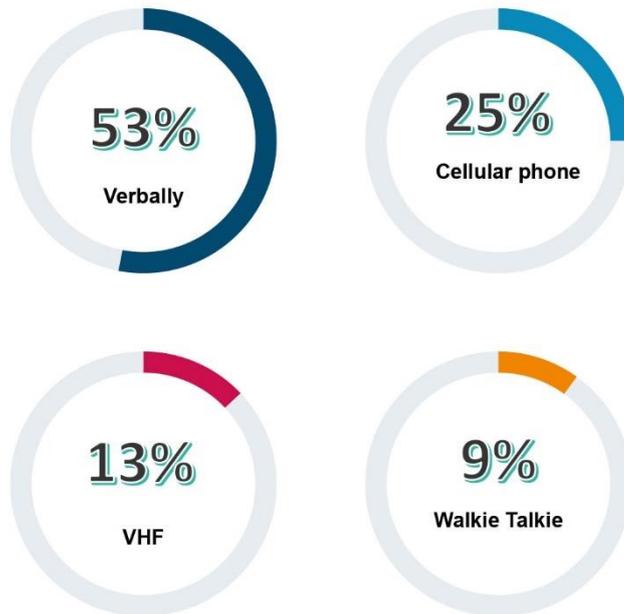
96% of the reports did not experience any unpleasant pressure regarding unsafe handling or loading rates. However, 3% did experience a totally unacceptable level of pressure on ship, her crew or master. In one case the ship reported a lot of papers had to be signed. This is an issue that BIMCO will take a closer look at.

Question 24: did the terminal keep the ship updated of changes to operating conditions?



A high percentage of reports indicated a good level of information on operational changes.

Question 25: Please specify the means of communication used between ship and terminal.



The means of communication between ship and terminal varied significantly but there was a tendency to use verbal communication through a terminal appointed foreman. The foreman was very often present on deck during the entire operation. Some raised concerns about shore crew language skills but when crosschecking with different replies, this did not seem to bother several of the ships.

Question 27: Was the terminal equipment suitable for the operation your ship was undertaking?



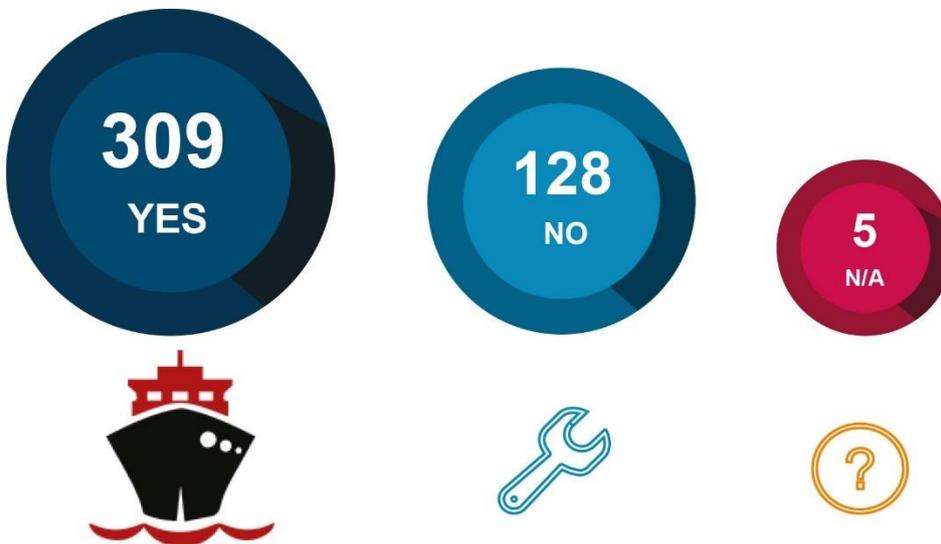
It was very positive to see that almost every terminal possessed equipment suitable for operation.

Question 28: Was the terminal equipment operational during your entire stay?



Again, a very high result was given in favour of the operational status of the terminal equipment. The few comments received on the deficiencies were related to cranes and conveyor belts. None of the reported defects caused delays.

Question 30: Did you use tug(s) during the operation?



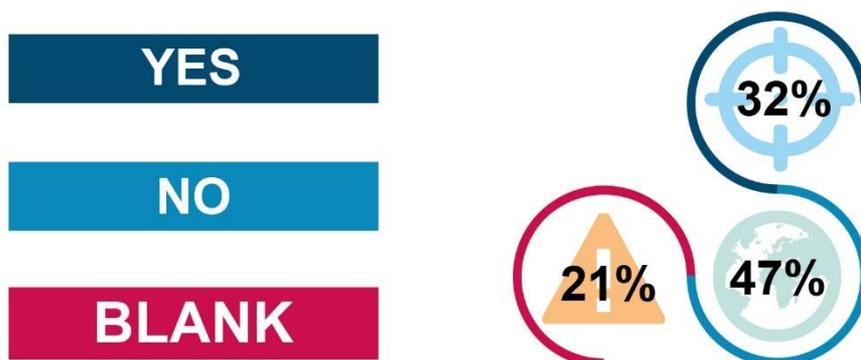
70% of the reports stated that the ships used tugs, more surprising nearly 30% of the ships did not need tugs for the berthing operations.

Question 31: Did you deliver garbage and/or sludge to the terminal?



Only 43% of the report indicated using garbage and /or sludge facilities at the terminal and no comments were given on the subject.

Question 32: Did the terminal provide any fresh water supply facilities?



32% of the ships were supplied with fresh water. Some reports indicated that the terminal 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 231 terminals that were registered in the BIMCO dry bulk vetting scheme database on 1 December 2016.

Name of terminal	Country	UN/LOCODE	Number of entries
Port Alfred	Canada	CA-PAF	24
New Orleans	USA	US-MSY	18
Bilbao	Spain	ES-BIO	11
Vancouver	Canada	CA-VAN	9
Barranquilla	Colombia	CO-BAQ	9
Santa Marta	Colombia	CO-SMR	7
Rio Hainan	Dominican Republic	DO-HAI	7
Cartagena	Colombia	CO-CTG	6
Kingston	Jamaica	JM-KIN	6
Puerto Cortés	Honduras	HN-PCR	6
Veracruz	Mexico	MX-VER	6
Port-au-Prince	Haiti	HT-PAP	6
Gent (Ghent)	Belgium	BE-GNE	5
Thunderbay	Canada	CA-THU	5
Point Comfort	USA	US-PCR	5
Port Hedland	Australia	AU-PHE	4
Antwerp	Belgium	BE-ANR	4
Quebec	Canada	CA-QUE	4
Cristobal	Panama	PA-CTB	4
Houston	USA	US-HOU	4
Tampa	USA	US-TPA	4
Puerto Cabello	Venezuela	VE-PBL	4
Richards Bay	South Africa	ZA-RCB	4
Altamira	Mexico	MX-ATM	4
Burns Harbor	USA	US-BNB	4
Cienaga	Colombia	CO-CIE	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
Point Lisas	Trinidad and Tobago	TT-PTS	3
Cleveland	USA	US-CLE	3
Milwaukee	USA	US-MKE	3
Nolan	USA	US-NLZ	3
Lake Charles	USA	US-LCH	3
Szczecin	Poland	PL-SZZ	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
Tianjin	China	CN-TXG	2
Xiamen Gaoqi	China	CN-XMN	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
Krishnapatnam	India	IN-KRI	2
Fort-de-France	Martinique	MQ-FDF	2
Manzanillo	Mexico	MX-ZLO	2
Aaheim	Norway	NO-AHM	2
Callao	Peru	PE-CLL	2
Constanta	Romania	RO-CND	2
Al Jubail Port	Saudi Arabia	SA-JUB	2
Jacksonville	USA	US-IJX	2
Port Arthur	USA	US-POA	2
Vung Ang	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
Beaumont	USA	US-BPT	2
Galveston	USA	US-GLS	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
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
Port-Cartier	Canada	CA-PCA	1
Three Rivers	Canada	CA-Three	1
Totalillo (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
Longkou	China	CN-LKU	1
Majistan/Zhoushan	China	CN-MAJ	1
Qingdao Liuting	China	CN-TAO	1
Zhenjiang	China	CN-ZHE	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
Pointe-à-Pitre	Guadeloupe	GP-PTP	1
Itea	Greece	GR-ITA	1
Mylaki	Greece	GR-MYL	1
Santo Tomás	Guatemala	GT-IZ4	1
SanLorenzo	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
Paradip	India	IN-PPT	1
Livorno	Italy	IT-LIV	1
Marina Di	Italy	IT-MDC	1
Taranto	Italy	IT-TAR	1
Port Esquivel	Jamaica	JM-PEV	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
Vavouto	New Caledonia	NC-VAV	1
Lagos	Nigeria	NG-LOS	1
Sluiskil	Netherlands	NL-SLU	1
Svelgen	Norway	NO-SVE	1
Tauranga	New Zealand	NZ-TRG	1
Bahía Las	Panama	PA-PBM	1
Matarani	Peru	PE-MRI	1
Port Sual	Philippines	PH-MSC	1
Pt Maubah	Philippines	PH-BTG	1
Mesaieed	Qatar	QA-MES	1
Paramaribo	Suriname	SR-PBM	1
Khanom	Thailand	TH-KHA	1
Koh Sichang	Thailand	TH-KSI	1
Bejaia Port	Algeria	DZ-BJA	1
Port-of-Spain	Trinidad & Tobago	TT-POS	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
Savannah	USA	US-SAV	1
Alabama	USA	US-A9L	1
Darrow	USA	US-DRR	1
Saldanha Bay	South Africa	ZA-SDB	1
Nikolaev	Ukraine	UA-NIK	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
Norfolk	USA	US-ORF	1
Gramercy	USA	US-GRY	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
Houailou Houailou	New Caledonia	NC-HLU	1
Eregli	Turkey	TR-ERE	1
Moneypoint	Ireland	IE-MOT	1
Ponce	Puerto Rico	PR-PSE	1
Vanino	Russian Federation	RU-VNN	1