



References for Coal Action Network's (2015) report Ditch Coal
www.coalaction.org.uk/ditchcoal.pdf

Appendix V

Ship Tracking Methodology

CAN wanted to obtain information on the shipping of coal from specific international coal terminals to specific UK coal ports in 2014-15. A subscription to Lloyds List was quoted at £10,000- £12,000. The specific information required was said to require a bespoke research project by Lloyds List Intelligence, the expected cost of which would be many times more than the subscription fee, as it would entail research from their team combined with information from their contacts at the ports.

The final conclusion was that although through a bespoke research project they could tell CAN the dry bulk carriers leaving specific ports, without the International Maritime Organization numbers of boats known to carry coal, Lloyds List Intelligence would not be able to know for sure that they were carrying coal and not, for example, grain.

“This isn't something we can potentially help you with, no company can provide you this, only inspectors have this information.” [10] (The information referred to is the import of coal, rather than alternative dry bulk, via boats from specific port terminals in other countries to specific ports in the UK.)

Colombia

All of the three coal terminals CAN monitored, Puerto Drummond, Puerto Nuevo and Puerto Cerrejónare, were independent ports in their own right, making it relatively easy to track coal ships. Every three days, in August 2015 CAN monitored the three ports using the Marine Traffic website, which collects and makes public live AIS (Automatic Identification System) data on ships' locations. CAN looked for dry bulk carriers with capacity of over 50,000 tonnes.

For Puerto Bolivar CAN checked for recent arrivals and departures in the Port information page. The destination of each ship was either detailed or would require returning to search for the ship at a later date. [11]

Puerto Nuevo and Puerto Drummond are both listed under Carbonera Muella Port so it is not possible to distinguish which mine the ship is receiving coal from via this method. However, by viewing the Marine Traffic live map CAN could locate the two ports within the Carbonera Muella complex, Puerto Nuevo to the south and Puerto Drummond to the north, and which ships were going to or already docked in each separate port.

New Orleans Port, USA

New Orleans Port is a large port with many terminals, including four coal terminals. It was only

possible to easily locate one of the terminals on the live Marine Traffic map. CAN monitored this every three days, noting down the names of any moored dry bulk carriers and their destination if stated. If there was no reference CAN monitored the ship over its journey. [12]

Ust-Luga, Russia

Every three days, CAN looked at the list of ships departing from Ust-Luga, identifying dry bulk carriers with appropriate dead-weight (agricultural commodities are listed in a separate category) and noted down the name and destination. [13]