Port Waste Management Plan

Port of Grangemouth

Forth Ports Limited

January 2015
(Review due 2018)
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1.1 General Introduction and Background

It is widely recognised within the international community of maritime states that, in order to leave no excuse for ships to resort to the unacceptable practice of discharging their waste at sea, there must be a properly planned system of reception facilities in ports, which are easy to use and cost-effective. This is one of the requirements of the International Convention on the Prevention of Pollution by Ships (MARPOL 1973/78).

1.2 The Port of Grangemouth

Forth Ports Limited own and operate the port and are also the Statutory Harbour Authority for the river, estuary and Firth of Forth extending from approximately one mile west of the Isle of May to Stirling.

Grangemouth Docks are situated on the South Shore of the River Forth, in Falkirk District, Scotland. The town of Grangemouth adjoins the Dock Estate to the South, Edinburgh is 20 miles to the east, Glasgow 30 miles to the south west and Stirling 12 miles to the north west, all connected by a good motorway system. There is a mainline rail connection into the dock.

Grangemouth Docks are owned and operated by Forth Ports Limited which also own and operate the ports of Leith, Rosyth, Kirkcaldy, Burntisland & Methil in the Forth Estuary, as well as Tilbury and Dundee.

The Port of Grangemouth is split into three main working areas: -

- The Eastern Channel is the hydrocarbon basin: having five jetties owned and operated by INEOS, who have a major refining/chemical installation close to the docks; one LPG berth operated by BP; and one T-jetty, the Common User Oil Jetty (1 North) owned by Forth Ports and utilised by ED&F Man for the import of Molasses, and NuStar Grangemouth for the import of oil products, sulphuric acid and other chemicals and other users for liquid bulks where appropriate.

- The Grange Dock is the main dry cargo working area.

  There are container handling berths on the South Quay, with the North Quay being used mainly for handling general dry cargo, and the East Quay used mainly for bulk cargoes and some heavy lifts.

- The Carron Dock is used for cargo handling and lay-up. There is a small dry dock facility in this dock (leased to Grangemouth Ship Repairers), the Forth Ports’ Conservancy Depot and a berth for Svitzer Marine to locate their two tugs.

Ships’ Masters are required to immediately notify the Harbour Office (VHF CH 14) of any involuntary discharge of oil, oil based products and any hazardous substance into the Dock. Upon this notification the OPRC plan will be activated. The Port is required under the Merchant Shipping (Oil Pollution, Preparedness, Response and Co-operation Convention) Regulations 1997 to prepare for and respond to pollution incidents at sea. This obligation is fulfilled by the Forth Ports / INEOS Joint Pollution Contingency Plan. In the
event of a release escaping into the river Clearwater Forth would be activated which is the Forth Ports Oil Spill contingency plan.

The Firth of Forth supports a number of nature conservation sites of both International and National importance as a waterfront habitat. Areas within the Estuary are designated as RAMSAR and Special Protection Area sites. A number of habitats located along the coastline of the Firth of Forth are designated for their nature conservation importance under the Firth of Forth Site of Special Scientific Interest (SSSI).

As the Port of Grangemouth operates in or near these conservation sites, the port must ensure the highest degree of protection to the environment. Furthermore, any operations that could have adverse effects on conservation should be minimised as far as practically possible.

This can be achieved by provision of suitable ship shore waste reception facilities with fair pricing, to encourage disposal of waste at the port.

1.3 Purpose of the Waste Management Plan
The primary purpose is to encourage the regular disposal of vessel-generated wastes in an environmentally sustainable and legally correct manner. It is also the aim, to tailor and improve existing port waste facilities by regular review, to the requirements of the users.

The plan advises ship’s personnel of the arrangements in place within the Port of Grangemouth for the disposal of ship’s waste in accordance with the relevant MARPOL Annexes.

The Plan also defines procedures that will ensure that waste reception facilities are adequate to meet the needs of ships normally using the port without causing undue delay.

1.4 Scope of the Plan
The Plan relates to the Port of Grangemouth Enclosed Dock System. Tenants are responsible for administration of their own waste management plans for their facilities in accordance with the requirements of the Regulations. However, vessels servicing their premises come within the scope of the Grangemouth Plan.

INEOS Grangemouth is responsible for arranging waste disposal facilities for all vessels using Jetties E1, E2, J2, J3, J4 and BP for the RLPG berth.

1.5 Plan Revision
Following formal approval of this Plan by the MCA, updates to it will be considered as a result of periodic review and regular monitoring. Should any proposals for change be considered necessary, the consultation process will continue to apply before any such changes are implemented.

This Plan has an approved lifespan of 3 years from the date of approval by the MCA and it will be submitted in its entirety for re-approval after that time or if any major changes in the port are likely to affect the volumes or types of waste received.
Approval of Plan revision is the responsibility of the Harbour Master Forth Inner.

All revisions will first be submitted to the MCA for their formal approval before being incorporated into the Manual.

Once approved, revision update(s) will be forwarded to all Plan holders as notated in the distribution list at the beginning of this book.

1.8 Corporate Responsibility
The Forth Ports Limited Corporate Social Responsibility Statement is contained within the ‘About us’ section of the Forth Ports website www.forthports.co.uk.
**DISTRIBUTION LIST - INTERNAL**

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**SHIP AGENTS and Port Users:**

As per Appendix 2

**REVISION HISTORY**

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Appendix 2
2 The need for waste reception facilities

When vessels arrive in the Port of Grangemouth, they will have been at sea for a variety of periods of time. All vessels using Grangemouth Docks are commercial vessels.

Table 1 shows the actual numbers for the past 14 years.

The majority are tankers which are programmed by INEOS for loading and/or discharging at their jetties, with a smaller number of other tankers using Forth Ports’ Common User Jetty (1 North.)

There are a number of regular container feeder ships, on short UK/Near continental runs, with the remaining dry cargo ships being timber product carriers from North America and Scandinavia and small general cargo ships running on the UK/continental/Mediterranean routes.

There are occasional callers from larger vessels trading on a world – wide basis.

The ship repair/dry-dock facility, Grangemouth Ship Repairers, attracts a regular stream of assorted craft, and there are occasionally vessels in lay-up condition berthed in the Carron Dock.

A private Towage Company [Svitzer] has the Towage Licence for the Port, and keeps two tractor tugs based in the dock, these are generally only manned when required. Their waste is disposed of in Grangemouth Dock skips.

Forth Ports have a Conservancy Department at Grangemouth; they have one small survey craft based in the docks.

There are no fishing or leisure craft using the docks.

TABLE 1

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<td>1407</td>
<td>1405</td>
<td>1315</td>
<td>1066</td>
<td>1282</td>
<td>1327</td>
<td>1222</td>
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<td>1041</td>
<td>892</td>
<td>753</td>
<td>712</td>
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<td>Common User Oil Jetty</td>
<td>142</td>
<td>154</td>
<td>185</td>
<td>197</td>
<td>169</td>
<td>176</td>
<td>178</td>
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<td>121</td>
<td>104</td>
<td>75</td>
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<td>Container Ships except containers</td>
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<td>545</td>
<td>613</td>
<td>600</td>
<td>606</td>
<td>602</td>
<td>696</td>
<td>674</td>
<td>639</td>
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<td>531</td>
<td>579</td>
<td>595</td>
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<td>Grange Dock</td>
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<td>357</td>
<td>396</td>
<td>388</td>
<td>309</td>
<td>255</td>
<td>302</td>
<td>671</td>
<td>351</td>
<td>364</td>
<td>291</td>
<td>219</td>
<td>271</td>
<td>202</td>
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<tr>
<td>Carron Dock</td>
<td>30</td>
<td>46</td>
<td>26</td>
<td>29</td>
<td>28</td>
<td>26</td>
<td>124</td>
<td>77</td>
<td>85</td>
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<td>2502</td>
<td>2070</td>
<td>1847</td>
<td>1837</td>
<td>1621</td>
<td>1299</td>
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</table>

These data have been used to estimate what changes may take place over future years (in Section 2.5).
The Port of Grangemouth must provide adequate reception facilities for vessels calling as a legislative requirement. However, waste reception facilities are important to discourage vessels from dumping waste overboard while at sea. The practice of disposing of waste in such an uncontrolled manner is no longer an acceptable practice. Large volumes of waste have been disposed of in this way in the past, and as a result our seas and wildlife have suffered.

The Forth Estuary Forum ran a litter campaign for 3 years (2000-2004). This campaign concentrated on beach cleans and education. Of the waste found on the beaches of the outer Firth of Forth, only a very small proportion were thought to have come from fishing vessels and commercial shipping (for more information see the Forth Estuary Forum website www.forthestuaryforum.co.uk. This is a situation Forth Ports commends, and it is anticipated that the continual improvements in waste management at the ports in the Forth will continue to reduce the already low volume of shipping related marine debris found in the Forth.

2.1 A detailed description of the procedures for the reception and collection of prescribed wastes

Twenty four hours before arrival in port or as soon as departing the previous port (if the sailing is less than 24 hours), the pre-arrival waste declaration information should be submitted as per the process detailed in Notice to Mariners 02/2015 http://www.forthports.co.uk/marine/notices-to-mariners/. Notification should also be made prior to departure for all waste being retained onboard for onward transit.

The Port’s Waste Management Provider has provided, under Contract, two different types of Waste Skips – a covered container that is marked ‘Food Waste Only’ and an open container for general wastes. (In addition to this, a single dedicated recycling wood waste skip is provided for port operational use at the lock gate entrance). Any wastes not falling into the category of ‘International Food Waste’ or ‘general waste’ (e.g. office waste, paper etc) must be removed via a port approved licensed waste contractor, organised directly by the vessel or agent. Such wastes could be (but are not restricted to): oils, oily rags/materials, oily mixtures, contaminated materials, paints, paint pots, chemicals, asbestos, cargo residues (e.g. dunnage), scrap, clinical/medical waste, batteries.

A list of approved contractors can be found in Appendix 2 of this plan. These will change over time; up to date lists can be obtained from the Forth Ports Purchasing Department in Grangemouth. It is the responsibility of the Master (perhaps via the agent) to ensure that the waste contractor has the appropriate licence to handle the waste they are contracted to remove.

2.2 A description of the charging system

All vessels entering the Port of Grangemouth will be charged a flat rate nominal fee (£95 in 2014)\(^1\) to cover use of waste reception facilities, regardless of whether or not they use the provided facilities (apart from the vessels berthing at INEOS/BP RLPG Jetties as described in Para 1.4.) In line with the legislation, this is to encourage vessels to place their waste in the provided faculties and to discourage vessels throwing waste over the side while at sea or in port.

\(^1\) Note this is the charge at the time of writing, this is subject to change and is expected to increase at least annually with changes to the landfill tax regime and contractor charges.
All lay-up vessels will be charged as stipulated in the port’s schedule of charges, or as agreed (unless they organise their own waste facilities whilst in-port).

These charges have been set following the government guidance to charge a minimum of 30% of the costs the port incurs in the disposal of waste. To arrive at this number, the total volumes of waste removed (and subsequent cost), travel, taxes, disinfecting, skip hire costs and management time over the previous years were totalled, and divided by the number of calling vessels. This figure was then used to derive the charge, as it is a round figure, close to the 30% in the government guidance.

The scale of charges is notified in the `Port of Grangemouth Port Charges Booklet` which is published annually and issued to all port users. Following any interim reassessment of the charges with changes to the landfill tax regime and contractor charges as noted above, port users are advised by letter on an individual basis.

2.3 Procedures for reporting inadequacies

The Master of a ship faced with a lack of reception facilities in the Port of Grangemouth should bring the alleged inadequacy to the attention of the Port Manager and/or the Operations Manager immediately.

If the problem is not resolved at the time to the Masters satisfaction, the MCA should be contacted at the following address:

PWR Inadequacies
MCA Leith Marine Office
Suite 3
Waterside House
46 The Shore
Leith
EH6 6QU -

Phone 0131 554 5488 Fax 0131 554 7689

Further details may be obtained from the MCA website [http://www.mcga.gov.uk](http://www.mcga.gov.uk) (reference MGN 253).

All complaints received by Forth Ports will be forwarded to the Environment and Energy Manager. In the medium term, the Environment Manager will consider what corrective actions are necessary to prevent this type of complaint from occurring again and if any revisions are required to the Waste Management Plan.

The MCA will investigate the Master’s report and where, in its opinion the allegation of inadequate facilities is justified it will take the matter up directly with the Port and also notify the European Commission.

If the Port fails to comply with the Regulations, it shall be guilty of an offence and liable on summary conviction to a fine.
2.4 Consultation procedures

The Port of Grangemouth communicated with key stakeholders on a regular basis. At these meetings there are opportunities to discuss the waste management plan and any required or proposed changes. Much useful feedback has been gained in these meetings, particularly in relation to charging mechanisms.

There are regular communications relating to the setting of the waste management tariff as and when this has to change. Copies of any such communication can be obtained from the Port Office, if required. There has been no further feedback on the waste management plans.

2.5 Type and quantities of all wastes received and handled

The Table 1 in the preceding Paragraph 2 illustrates the number and type of vessel calls over the period 1999 to 2013. These have been used to estimate changes in waste volumes over coming years.

Table 2 below illustrates the volumes of waste notified by vessels for removal by the Waste Contractor from the Port of Grangemouth from vessels using our facilities. After previously carrying out a detailed audit it had been discovered that that all the food waste was attributed to vessels but only 5% of the open skip waste was from this source.

Table 2: Tonnage and types of Waste 2002 - 2013

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</thead>
<tbody>
<tr>
<td>Covered Waste - ‘Food’</td>
<td>116.2</td>
<td>107.9</td>
<td>233.9</td>
<td>118.3</td>
<td>146.4</td>
<td>102.8</td>
<td>96.4</td>
<td>81</td>
<td>57.3</td>
<td>80</td>
<td>83</td>
<td>26</td>
</tr>
<tr>
<td>General Waste</td>
<td>8.8</td>
<td>11.5</td>
<td>16.4</td>
<td>165.3</td>
<td>305.7</td>
<td>179.6</td>
<td>245.9</td>
<td>279</td>
<td>304</td>
<td>256</td>
<td>232</td>
<td>81</td>
</tr>
<tr>
<td>Total*</td>
<td>124.0</td>
<td>119.4</td>
<td>250.3</td>
<td>283.6</td>
<td>452.1</td>
<td>282.4</td>
<td>342.3</td>
<td>360</td>
<td>361.3</td>
<td>336</td>
<td>315</td>
<td>107</td>
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</tbody>
</table>

*Ship figures

This information had been used during the preparation of previous editions of this plan in 2005, 2008 and 2011 to estimate what the trends in shipping would be, and therefore what changes to the likely waste would be received over the following years, allowing the Port to plan its waste facilities to cater for the needs of visiting vessels. The above figure of 5% of the open skip Waste had therefore been revised upwards due to the requirements of the Waste Management Legislation.

Again in 2005, 2008 and 2011 when considering the changes to vessel types over the previous three years, it was considered that the waste management capacity was appropriate for the Port of Grangemouth over the coming years. This was to have been revised if there were any substantive changes in the vessel types and/or numbers.

The annual figures subsequent to the 2013 figure will be monitored to confirm whether this is anomalous or trend.
Operational experience has shown that the skip capacity is correct. In addition the frequency of emptying can be increased on a temporary basis if an unusually large number of vessels visit the port simultaneously or in quick succession.

2.6 Description of the type and capacity of waste reception facilities

The Port of Grangemouth provides skips for vessels at set locations that are easy to identify and use. There are two types of skip, those for international food waste (covered skips marked ‘food waste’) and open skips for general wastes – not food waste, ‘special’ or ‘hazardous’ wastes.

Table 3 illustrates the number of skips by type under contract, and therefore the total port capacity. It must be emphasized that in the event that additional skips are required, the waste Management Company, being locally based can provide them at very short notice.

<table>
<thead>
<tr>
<th>Waste Type</th>
<th>Number of Skips</th>
<th>Skip capacity (m$^3$)</th>
<th>Port Capacity (m$^3$)</th>
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<tr>
<td>International Food waste</td>
<td>8</td>
<td>6.1</td>
<td>48.8</td>
</tr>
<tr>
<td>General waste</td>
<td>14</td>
<td>6.1</td>
<td>85.4</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>22</strong></td>
<td><strong>N/A</strong></td>
<td><strong>134.2</strong></td>
</tr>
</tbody>
</table>

Note, when there are requirements due to a vessel having an excess of waste additional skips can be delivered to the Port under short notice.

3 Legislation, Roles and Responsibilities in the Port of Grangemouth


Since July 2003, these 2003 Regulations revoke the Merchant Shipping (Port Waste Reception Facilities) Regulations 1997 along with the associated guidance documents. These have been further updated with regards international food stuffs through the Animal By-Products (Scotland) Regulations 2003.

This plan has been prepared in accordance with the latest guidance for ports, given in the booklet “Port Waste Management Planning – A Guide to Good Practice” and Marine Guidance Note 253, both issued by the Maritime and Coastguard Agency (MCA), who are responsible for applying the Regulations to all Harbours and Ports in the U.K.

The Plan will be submitted for approval to the MCA, as the competent National Authority, verifying that it is in compliance with the requirements of the Regulations.
The 2014 edition of the plan is substantially the same as the 2011 version, but has been updated to reflect changes to the pre-arrival / pre-departure notification process, as per Notice to Mariners 02/2015 http://www.forthports.co.uk/marine/notices-to-mariners/.

3.1 Identification of responsible parties

- **The Harbour Master** administers the plan and ensures that ship Agents are kept advised of any changes to the list of approved waste contractors in the Port, though such a letter would usually be sent from the port office via the secretary. The Harbour Master is also responsible to ensure that port waste infringement reports are made to the MCA as required by the legislation.

- The responsibility for the contract with a licensed waste contractor for the reception facilities from ships is with the **Purchasing Manager**, Grangemouth. The Purchasing Manager also instigates the pre-vendor assessment to approve waste contractors.

- **The Environment and Energy Manager** is responsible for investigating complaints and undertaking the pre-vendor assessment for any waste contractors. Also responsible for assessing requests for a charge reduction relating to environmentally friendly ships.

- **The Health and Safety Manager** is responsible for undertaking the pre-vendor assessment for any waste contractors and ensuring that operations are undertaken in line with company policy and risk assessments.

- **Group Risk and Insurance Manager** is responsible for undertaking the pre-vendor assessment for any waste contractors and ensuring that they carry adequate minimum levels of Liability Insurance in line with company policy.

3.2 Description of pre-treatment (if any)

Separation of waste by vessels into food waste and general waste.

3.3 Description of methods used in recording the actual use of the facilities

Prior to a vessel departing from the port, notification should be made as described in section 2.1 of this plan. At any time any employee of the port or the waste contracting firm may inspect the content of the skip. If any substances that should not be there are located, the vessel will be charged the full costs of disposal via an appropriate contractor with a subsequent administration charge. This will also apply for vessels leaving materials on the quayside.

3.4 Description of methods of recording amounts of prescribed wastes received

On removal of the skips from site by the waste contractor, The top copy of the WTN (white) is left with operational staff, who will then forward on through internal mail to the Purchasing Department, who will then collate the information for reconciliation against invoicing. The original (white copy) of the WTN’s are then forwarded to accounts and are filed with the monthly invoice. The yellow copy of the WTN, once received from the contractor by the Purchasing Department, is issued to the Harbour Master for the Port of Grangemouth.
3.5 Description of how the prescribed wastes are disposed of

All wastes placed in the Contracted Waste Skips will be removed when full or as required on a regular basis. The Contracted Waste Management Company removes the covered international food waste skips from site. They are then treated as per the regulations and emptied in an approved landfill and subsequently disinfected using an approved disinfectant. A cleaned, empty skip is replaced in the designated skip position. Non-international food waste skips are removed from the skip position by the Contracted Waste Management Company who then removes the contents from site. The empty skip is returned to the designated skip position.

4 Information for the ships and/or agents

Letters were originally sent to all Agents currently acting for vessels at the Port of Grangemouth notifying them of the waste reception facility requirements, as applicable to the Port. The first of these letters (sent in 2004) is copied below for reference. They were also given copies of this plan as part of the consultation process and will be presented with a copy of subsequent approved plans.

Waste information is also given to the vessel on arrival at the port as part of the arrival pack.

A copy of the original 2004 letter can be found below (note updated process information promulgated via Notice to Mariners 02/2015: http://www.forthports.co.uk/marine/notices-to-mariners/):

Dear Sir,

Re: Port Waste Management - Grangemouth

Introduction

As you will be aware there have been a number of changes to European and British legislation relating to ship generated waste over the last few years. The waters around our ports in the Forth and Tay estuaries are protected under international conservation designations. These, and a number of other international conventions highlight the unacceptability of the once common practice of throwing waste overboard. It is therefore in the interest of ships to utilise the waste reception facilities provided at our ports to ensure our local environment is not polluted with ship generated wastes.

Should the Port be faced with a vessel that has not complied with the need to notify and/or offload waste, it is under an obligation to notify the MCA. Such vessels may then be targeted by the MCA for inspection and destination ports/terminals will be warned of their non-compliance. Vessels that fail to comply with the requirements shall be guilty of an offence and liable on summary conviction to a fine.

The Waste Reception Process

Twenty four hours before arrival in port or as soon as departing the previous port (if the sailing is less than 24 hours in duration), the pre-arrival waste declaration form (attached at Annex) should be completed and sent to Forth and Tay Navigation Service (FTNS: contact details in Annex). Updated by Notice to Mariners 02/2015.
Obviously there are many different types of waste, and these need to be handled in specific ways and placed in specific locations. These details are outlined below.

As is currently the case, skips – both International Waste Food and General are located at specific positions within the Port. These may not be immediately adjacent to the ship; but placed in a safe location, whilst remaining as convenient for the ship as possible. Do not overfill the skips or place excess rubbish either adjacent to or beside skips. If this occurs the vessel will be charged the full clear up costs with an administrative cost. Similarly, if vessels place waste in the wrong skips, full costs will be passed on.

*All international food wastes* (any wastes from a vessel that has previously entered a port outwith UK) must be placed in the enclosed food waste skips provided. Non-food wastes (e.g. metals, paper etc.) should not be placed in these skips.

*Other general wastes* (office waste, paper etc.) should be placed in the other skips provided (the non-food skips).

*Special, hazardous or other waste of a sensitive nature* must be removed using an approved licenced contractor, organised either by the Agent or directly via the Master. It is the responsibility of the Master (perhaps through the agent) to ensure that any contractor used has a licence to handle the waste concerned. If there are any uncertainties relating to waste disposal, queries should be addressed to SEPA².

Lists of various waste types are attached at Annex.

Once the vessel has landed its waste, it is required to complete a pre-departure waste form (Annex), prior to leaving the port. This should detail all waste landed, including that handled by specialist contractors. *Updated by Notice to Mariners 02/2015.*

A list of the currently approved contractors can be found in Annex along with the appropriate port contact points. The approved contractors list will change on a regular basis and up to date lists can be obtained from the Buyer [Purchasing Manager], Forth Ports, Grangemouth.

**Exceptions**

A limited number of vessels on regular routes, disposing their waste at particular ports on their cycle can apply to the MCA for an exemption. In such cases, copies of the exemption certificate should be sent to FTNS prior to arrival in the port. Certificates will not be accepted retrospectively.

**Complaints**

The Master of a ship faced with a lack of reception facilities in Port of Grangemouth should bring the alleged inadequacy to the attention of the Port Manager and/or the Harbormaster immediately.

If the problem is not resolved at the time to the Masters satisfaction, the Master/ship owner or agent should contact the MCA at the address in Annex.

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² Scottish Environment Protection Agency, Corporate Office, Erskine Court, Castle Business Park Stirling, FK9 4TR. Tel: 01786 457700 or Fax: 01786 448040.
The port is obliged to take action to correct the situation by whatever means he considers necessary. All complaints will be forwarded to the Environment Manager. In the medium term, the Environment Manager will consider what corrective actions are necessary to prevent this type of complaint from occurring again and whether or not the Waste Management Plan should be revised.

The MCA will investigate the Master’s report and where, in its opinion the allegation of inadequate facilities is justified it will take the matter up directly with the Port and also notify the European Commission.

**Charging**
Charge for Forth Ports PLC Waste Reception Facilities:
Each vessel call - £40  **[£95 in 2014]**
Lay-up vessels - £10 per week

NB: These charges are for the disposal of reasonable quantities of waste only.

These charges have been calculated on the basis of average levels of waste received from each vessel over the last three years and the associated costs incurred by the ports to ensure, in line with Government guidance, that the ship pays a significant charge of at least 30% of the total disposal cost.

Yours sincerely

Port Manager
Appendix 1: Glossary and types of waste

**Garbage** Means all kinds of victual, domestic and operational waste, generated during the normal operation of galleys (*EXCLUDING International Food Waste*).

**International Food Waste** All food wastes originating beyond the UK. If there is any dubiety regarding the origin for food wastes it will be treated as international.

**General waste** Means all waste, which is generated during the offloading of ships, which includes paper, plastics, and wood but excluding oil.

**Contaminated waste** Waste that includes oil-based products and waste generated as a result of maintenance or any other waste that could be considered as ‘contaminated’, ‘special’ or ‘hazardous’ under UK regulations and laws. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Scrap Metal** Off cuts of metal and scrap machinery. (*Requests for reception facilities for scrap will be considered on an individual basis.*)

**Clinical / Medical waste** Normally waste associated with minor medical procedures. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Batteries** Vehicle or electronic batteries containing toxic materials excluded from land fill waste sites. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Asbestos** All asbestos containing materials as defined in the 2003 CAWR regulations. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Tyres** All tyres from motor vehicle and plant are considered special waste. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Refrigerators** All refrigerators and stand-alone Air Conditioning units are to be assumed as containing gases damaging to the environment and treated as special waste. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Chemicals** Unidentified drums or containers containing chemical substances are to be automatically treated as hazardous waste this also applies to chemical spills. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Dunnage** from cargo operation originating outwith the UK will be removed by skip for incineration. (*Vessel or agent to organise uplift through Forth Ports approved contractor*)

**Explosives** (flares etc.) for guidance on disposal of explosives, seek the advice of the Maritime and Coastguard Agency, see MGN 256: [https://mcanet.mcga.gov.uk/public/c4/mld/section03/256.pdf](https://mcanet.mcga.gov.uk/public/c4/mld/section03/256.pdf)

**Any other waste.** (*Vessel or agent to organise uplift through Forth Ports approved contractor*)
Appendix 2: Contact details

**Port of Grangemouth/FTNS**

FTNS:
Fax: +44 (0) 1324 668480
Email: ftns@forthports.co.uk
VHF Channel 14
Duty Harbourmaster: 01324 498584
Port Manager: 01324 498501
Harbourmaster 01324 498583

**Approved Waste Contractors**
(As at November 2014)

**Foundry Steels**
Clyde Street, Grangemouth, FK3 8EU
Tel: 01324 474770 Fax: 01324 666342

**Dow Waste Management**
23 Lenzie Mill Road
Cumbernauld
G67 2RL
Tel: 01236 730 730

**Augean Treatment Ltd** (Hazardous Waste)
36 Clark Street
Paisley
PA3 1RB
Tel: 0141 887 5689

**Northburn Industrial Services Ltd** (Oil Waste)
70 Northburn Rd
Coatbridge
Lanarkshire ML5 2HY
Tel: 01236 427 514

**MCA – Waste Reception Facilities Complaints:**

PWR Inadequacies
MCA Leith Marine Office,
Suite 3, Waterside House
46 The Shore,
Leith. EH6 6QU

Phone 0131 554 5488 Fax 0131 554 7689
Appendix 3: Reports on Port Waste Reception Facilities

Report of cost, type and capacity of port waste reception facilities
(IMO Information Return – to be submitted annually to the MCA)

Name of Port:
Estimate total number of vessels calling at port (per year):

<table>
<thead>
<tr>
<th>Oil</th>
<th>Noxious liquid substances</th>
<th>Sewage</th>
<th>Garbage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dirty ballast water</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tank washings (slops)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oily mixtures containing chemicals</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scale and sludge from tank cleaning</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oily bilge water</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sludge from purification of fuel oil</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Categories A, B or C</td>
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<td></td>
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</tr>
</tbody>
</table>

Type and size of facility.
Method of use (where applicable)

Is notice required? (if yes, give number of hours)

Frequency of emptying

Annual capacity

Amount of waste which should be received

Amount of waste actually received

Amount of waste stored by ships for reception in other ports

Cost of use

Note: ports that cannot receive tankers or other vessels over 400 gt do not have to provide full 'oil' information. Information on cost is only needed where there is a charge for using such facilities. Annual capacity should be given in tonnes.
European information requirements – to be submitted annually to the MCA

Total Number of vessel movements:
Total Number of vessel movements under the Regulations:
Number of vessel movements reporting that they are retaining waste:

<table>
<thead>
<tr>
<th>Type</th>
<th>Waste notified for delivery (m$^3$)</th>
<th>Amount of waste actually delivered</th>
<th>Amount of waste retained for delivery at another port/terminal (m$^3$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Waste Oils</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sludge</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Bilge Water</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Others (specify)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Garbage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Food waste</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plastic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Cargo-associated waste</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Cargo Residues</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Charging Regime**

A short report should be appended to this document outlining any changes to the port mandatory waste charge, the manner upon which this was calculated and justification for changes to the charge applied to vessels. This should update the information in the approved Port Waste Management Plan, but does not supersede the requirement to submit a new plan if there are major changes in the charging structure.
Appendix 4: List of consultees

Samskip
Nustar Grangemouth
Casper Shipping
WKW & Co
Cory Shipping
Denholm Barwil Agency Forth
Forth Ports Operations
Forth & Tay Navigation Service
Forth Pilots
ED&F Man
Inchcape Shipping
GAC Shipping
GP Shipping
Svitzer Towage
Biomar
Grangemouth Ship Repairs
Forth Ports Marine Manager
Harbour Master Forth Outer
Forth Ports Conservancy
Grangemouth Boatmen
Forth Ports Purchasing Manager
MCA
Environment Manager
Appendix 5: Consultation Feedback

From the first round of consultation (for the 2005 plan), feedback principally related to charging. There were also comments relating to skip availability and the health and safety implications of a waste management contractor operating on the quayside. Further feedback received from the consultation was in relation to provision of the forms in an electronic format.

The charging and availability elements are addressed through review as and when required. All drivers coming onto the berth should have been through the relevant Port of Grangemouth induction and all agents have been issued with MS Word file versions of the Waste Management forms.

2008 Edition
Shipping agents have been reminded on a number of occasions regarding the need to conform with the regulations and of Forth Ports’ obligation to report any infringements to the MCA.

Electronic versions of the waste reports have also been forwarded on request to shipping agents or in some cases directly to shipowners.

The Consultees listed in Appendix 2 were sent a copy of the new plan by email on 29 May 2008 and invited to revert to Forth Ports with any comments by 12 June 2008. No such comments were received by the date indicated.

2011 Edition
Plan updated and sent out for consultation on 25th October 2011. Consultees as indicated in annex 2. Any comments to be forwarded by 18th November. No such comments received by non Forth Ports personnel. Approved by MCA on 22nd November 2011.

2014 Edition
Plan updated and sent out for consultation on 27th January 2015. Consultees as indicated in Appendix 4. Any comments to be forwarded by 6th February. Minor clerical corrections received only.
Revisions related to updated notification process as promulgated via Notice to Mariners 02/2015 http://www.forthports.co.uk/marine/notices-to-mariners/
Approved by the MCA Feb 2015.