

# Port Waste Management Plan

## **Ports of Rosyth & Burntisland**

### **Forth Ports Limited**



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## **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 Ports of Rosyth and Burntisland**

Forth Ports Limited are the Statutory Harbour Authority for the Firth of Forth extending from approximately one mile west of the Isle of May to Stirling. The Ports of Rosyth and Burntisland are owned and operated by Forth Ports Limited which also own and operate the ports of Leith, Grangemouth, Kirkcaldy & Methil in the Forth Estuary, as well as Tilbury and Dundee.

The Port of Rosyth is located to the West of the bridges and incorporates a cruise terminal, a link span, a deep water tidal berth known as the North Wall and a number of other minor tidal berths. Appendix 5 shows a diagram of the port outlining the berthing areas covered by the plan.

The majority of the berths in the port of Rosyth are `common user` with no stand-alone terminal operator with the exception of O berth at Rosyth which is operated by Thomas Muir (Rosyth) Limited. Main commodities handled on the North Wall at Rosyth include aggregates, animal feed and a wide range of North Sea Oil related cargoes. A number of large cruise liners and occasional naval vessels visit the port annually.

The port of Burntisland, (shown in Appendix 6) is made up of the East and West docks. The East dock is made up of 2 berths both located on the North Wall however at the moment only one of these is used by commercial shipping. The dock is equipped with a single set of mitring dock gates, which enable a vessel arriving at High Water to remain afloat as the tide ebbs. The gates are only closed when a cargo vessel is berthed. Scot Timber operate out of land adjacent to the East dock and receive timber products into the port. This business generates approximately six to ten ship visits per year.

Burntisland has a construction yard in the West Dock which is accessed via a single folding gate which remains closed at all times and enables vessels to remain afloat. The quayside surrounding the West dock is operated by either Briggs Marine or BiFab who are the sole operators of these quaysides. Briggs Marine Contractors base a number of specialist craft in Burntisland, which carry out a range of tasks in the Firth of Forth and beyond.

Ships' Masters are required to immediately notify FTNS (VHF CH 71) of any involuntary discharge of oil, oil based products and any hazardous substance into the dock. Upon this notification the Forth Ports Oil Spill Contingency Plan, Clearwater Forth will be activated.

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 Ports of Rosyth and Burntisland operate in or near these conservation sites, they 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 streamlining and analysing them, to the requirements of the users, through regular consultation and dialogue.

The plan advises ship's personnel of the arrangements in place within each of the ports 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 Ports of Rosyth and Burntisland. 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 Rosyth & Burntisland Plan unless the tenant company is operating it's own berth or own vessels as at Burntisland with Briggs and Bi-Fab.

### **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 Senior Harbour Master.

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 of this plan.



## **2 The need for waste reception facilities**

When vessels arrive in Rosyth and Burntisland, they will have been at sea for a period of time. Much of the traffic is of European origin but some vessels come from much further a field. As the ports develop, the types of vessels calling may change. The tables 1-3 below represent the change in vessel type and change in volumes of waste handled over the period of 2012 – 2017 (inclusive)

The ports of Rosyth and Burntisland 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.

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

Twenty four hours before arrival in port or no later than the time of departure from the previous port (if the sailing is less than 24 hours), the pre-arrival-CERS workbook should be sent to FTNS and the MCA containing details of all waste on board and what will be disposed of when in port.

When a vessel is due to arrive at the Port of Rosyth or Burntisland, the Port Operations Department is notified. The Operations Department ensures there are skips placed on the berth the ship is expected to arrive at. Where two vessels are berthed next to each other, they may be expected to share the facilities. If a vessel fills a skip, further skips can be requested from the Operations Department by contacting the Port Office or Operations Manager. The Operations Department will then ensure that the full skips are replaced with empty skips.

Only wastes falling into the category of 'International Food Waste' or 'general waste' (e.g. office waste, paper etc) are covered by this plan, all other wastes must be removed via a port approved licensed waste contractor. 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, sewage.

A list of approved contractors can be found in Appendix 2. These will change over time; up to date lists can be obtained from the 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 Ports of Rosyth and Burntisland will be charged a flat rate nominal fee (£95 in 2018)<sup>1</sup> to cover use of waste reception facilities, regardless of whether or not they use the provided facilities. In line with the legislation, this is to

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<sup>1</sup> 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.

encourage vessels to place their waste in the provided facilities and to discourage vessels throwing waste over the side while at sea or in port.

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). It should be noted however that seagoing vessels are not normally able to lay-up at these ports due to tidal restrictions.

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.

The scale of charges is notified in the relevant Port Charges Booklet, which is published annually and issued to all port users. Following any interim re-assessment 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 via their agents.

### 2.3 Procedures for reporting inadequacies

The Master of a **UK Flagged** ship faced with a lack of reception facilities in the Port of Leith 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 then the form at [Annex D](#) should be completed by the Master, ship-owner or agent and emailed to the MCA at the following address:

PWR Inadequacies  
Environmental Policy Branch  
Maritime and Coastguard Agency,  
Spring Place,  
150 Commercial Road  
Southampton, SO15 1EG

Email: [environment@mcga.gov.uk](mailto:environment@mcga.gov.uk)

Where possible, the Master of a **foreign flagged** ship faced with a lack of reception facilities should bring the alleged inadequacy to the attention of the harbour or terminal concerned immediately. If the problem is not resolved at the time to the Masters satisfaction then the ship should contact their own flag, who should take appropriate action through the IMO.

Further details may be obtained from the MCA website <http://www.mcga.gov.uk> (reference MGN 563, section 19)

All complaints received by Forth Ports Limited will be forwarded to the Group Health, Safety & Environmental Manager. In the medium term, the Group Health, Safety & Environmental 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 are required.



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

Rosyth and Burntisland communicate with key stakeholders on a regular basis and any changes to the waste management plan will be highlighted in broad terms, as and when required.

A letter has previously been sent to all agents from the Chief Operations Officer relating to the setting of the waste management tariff. Copies of this letter can be obtained from the Port Office, if required.

## 2.5 Type and quantities of all wastes received and handled

Tables 1-3 below illustrate the number and type of vessel calls over the period 2012 to present. These have been used to estimate changes in waste volumes over coming years.

**Table 1: Number of vessels calling at Rosyth & Burntisland**

|                    | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|--------------------|------|------|------|------|------|------|
| <b>ROSYTH</b>      | 276  | 271  | 255  | 225  | 249  | 256  |
| <b>BURNTISLAND</b> | 66   | 45   | 56   | 37   | 41   | 72   |

Over this period, Table 2 illustrates the volumes of waste removed from the Port of Leith from vessels using our facilities.

**Table 2: Volumes and types of Waste at Rosyth**

| Year                         | 2012       | 2013      | 2014      | 2015       | 2016       | 2017             |
|------------------------------|------------|-----------|-----------|------------|------------|------------------|
| Covered Waste -'Food'        | 19         | 15        | 5         | 32         | 57         | Data Unavailable |
| General Waste                | 96         | 48        | 22        | 224        | 402        |                  |
| <b>Total (m<sup>3</sup>)</b> | <b>115</b> | <b>63</b> | <b>27</b> | <b>256</b> | <b>459</b> |                  |

**Table 3: Volumes and types of Waste Burntisland**

| Year                         | 2012     | 2013       | 2014       | 2015       | 2016       | 2017             |
|------------------------------|----------|------------|------------|------------|------------|------------------|
| Covered Waste -'Food'        | 0        | 0.2        | 0.2        | 0.9        | 0.7        | Data Unavailable |
| General Waste                | 0        | 0.2        | 0.4        | 0.7        | 2          |                  |
| <b>Total (m<sup>3</sup>)</b> | <b>0</b> | <b>0.4</b> | <b>0.6</b> | <b>1.6</b> | <b>2.7</b> |                  |

The above information has been used to estimate what trends in shipping, and therefore what changes to the likely waste will be received over the next few years,

allowing the Ports to plan their waste facilities to cater for the needs of visiting vessels.

#### Rosyth Analysis

Table 1 shows that the number of ship moves per year average between 200 and 300, these figures are affected by the ferry ceasing to operate and then the start up of the RoRo ferry and the reduction from 2 vessels to 1 on that route. The RoRo ferry has now ceased which means the loss of over 150 calls per year. The number of cruise ships continue to increase and Rosyth has secured a new contract which will see upto 50 vessels a year calling to the port. Averaged over the three years, on the basis of the data presented above, vessels dispose of an average of 0.7 tonne of waste each call. It is envisaged that over the following years, assuming vessel calls a year meet expectations, approximately 179t of ship waste will be received at Port of Rosyth facilities.

There will be some change to vessel types over the coming years, given the likely changes it is considered that the existing waste management capacity is appropriate for the Port of Rosyth. This is due to an increase in Cruise calls, which generate greater quantities of waste than a standard vessel. This coupled with the reduction in the total vessel calls overall all is expected not to result in any substantial change to waster totals. This will be revised if there are any substantive changes in the waste skip utilisation.

#### Burntisland Analysis

Table 1 shows that the average number of vessel calls in any year is 52. The majority of vessels calling at the port are handled at private facilities and many of them are unmanned barges. The waste statistics in table 3 give the waste quantities received at the port. On the basis of the data presented above, the average vessel disposes of approximately 0.05 tonne of waste each call.

It is considered that due to the minimal amount of waste being landed the existing waste management capacity is appropriate for Burntisland over the coming years. This will be revised if there are any substantive changes in the vessel types and/or numbers.

## **2.6 Description of the type and capacity of waste reception facilities**

2.61 The Port of Rosyth provides skips to vessels on arrival. 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 4 illustrates the number of skips by type, and therefore the total port capacity.

**Table 4: Rosyth skip types and port waste reception capacity**

| Waste Type               | Number of Skips | Skip capacity (m <sup>3</sup> ) | Port Capacity (m <sup>3</sup> ) |
|--------------------------|-----------------|---------------------------------|---------------------------------|
| International Food waste | 3               | 8                               | 24                              |
| General waste            | 3               | 8                               | 24                              |
| <b>Totals</b>            | <b>6</b>        | <b>N/A</b>                      | <b>48</b>                       |

When all of the above data is considered, in theory, the port has the capacity to receive waste from 3 average vessels at any one time in the conventional port. This would be a busy time, and were it to arise, further skips would be hired in from the waste contractor. There is the capacity for 3 individual vessels to each have a food skip. In reality, these would be shared where vessels shared a berth. Note, when a cruise ship is expected at the Port of Rosyth, extra skips are ordered prior to arrival to ensure that the cruise ship does not impact upon the port capacity.

2.62 The agents for vessels visiting Burntisland Docks provides the operations department with an indication of what waste will be landed arrangements are then made for the waste to be landed. At the present time vessels calling to Burntisland are infrequent and therefore no skips are deployed there on a permanent basis.

### **3 Legislation, Roles and Responsibilities in the Port of Rosyth and Fife Ports**

Since January 1998, UK legislation has required Ports to implement MCA approved waste management plans, Directive 2000/59/EC of the European Parliament and of the Council on port waste reception facilities for ship generated waste and cargo residues took the matter a stage further. The Directive requirements are now implemented in the UK through the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (S.I. 2003/No 1809).

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 foodstuffs through the Animal By-Products (Scotland) Regulations 2003.

The day to day management of the Fife ports changed in the past 5 years. As highlighted in section 3.1 as a result the waste plans for Kirkcaldy and Methil will now be submitted by the Dundee Harbour Master. Accordingly, this plan has been revised and prepared in accordance with the latest guidance for ports, given in Marine Guidance Note 563 which includes Annex E "Port Waste Management Planning – A Guide to Good Practice". This is 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.

In accordance with the Freedom of Information (Scotland) Act 2002, copies of the plan can be made available to the public on request.

#### **3.1 Identification of Responsible Parties**

- **The Port Manager Leith, Rosyth and Burntisland** is in overall charge of the operation of the ports and co-ordinates the different parties in the execution of their duties in the plan in these ports.
- **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 for ensuring that port waste infringement reports are made to the MCA as required by the legislation.

- The responsibility for the commercial aspect of the contract with a licensed waste contractor for the reception facilities from ships is with **the procurement department**. They will undertake the pre-vendor assessment to approve waste contractors as well as monitoring contract compliance and ensuring the contractors have valid registration and accreditation as detailed in the management of contractors procedure.
- **The Operations Manager** is responsible for ensuring that any difficulties that arise in compliance with this Plan are resolved to the satisfaction of all concerned and that skips are emptied and/or delivered by liaison with the procurement department.
- **Group Health, Safety & Environment Manager** is responsible for investigating complaints and 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.
- **The Senior Purchasing Manager** is responsible for ensuring that the approved contractor complies with the contract and also maintains the list of approved suppliers

### **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 monitoring the actual use of the facilities**

At any time, any employee of the port or the waste contracting firm may inspect the content of the skip. If any substances have been disposed of in the wrong designated skip, 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 Purchasing Department, collate the information for reconciliation against invoicing. The original (white copy) of the WTN's are forwarded to accounts and are filed with the monthly invoice.

### **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 when the vessel leaves the berth (whichever is first). The international food waste skips are removed from site on a regular basis by contracted waste management company. 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 placed in the skip storage area prior to the removal of any full or part full skips. Non-international food waste skips are removed from the berth and held in the skip compound. The waste contractor will then remove the contents from site. The empty skip is returned to the designated skip compound.

#### **4 Information for the ships and/or agents**

A letter has been sent to all Agents currently acting for vessels at the Ports of Rosyth and Burntisland notifying them of the new waste reception facility requirements, as applicable to the Port. The first of these letters was sent in 2004. They have also been given copies of this plan as part of the consultation process.

An example letter can be found below:

Dear Sir,

##### **Re: Port Waste Management**

##### **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 no later than the time of departure from the previous port (if the sailing is less than 24 hours). The pre-arrival CERS workbook should be sent to FTNS and the MCA containing details of all waste on board and what will be disposed of when in port.

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, prior to arrival of a vessel on a berth in Rosyth, the Operations Department will ensure that there are skips on the berth in question. This may not be immediately adjacent to the ship; these will be placed in a safe location, whilst remaining as convenient for the ship as possible. If for some reason there is no skip present, one can be requested from the Operations Department (contact details below). This is also the route for requesting full skips to be replaced with empty skips). 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 the 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 SEPA<sup>2</sup>.

Lists of various waste types are attached at **Appendix 1**.

A list of the currently approved contractors can be found in **Appendix 2** 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 purchasing department, Forth Ports, Grangemouth.

### **Exemptions**

A limited number of vessels on regular routes, disposing of 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 **UK Flagged** ship faced with a lack of reception facilities in the Port of Rosyth of Burntisland 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 then the form at [Annex D](#) should be completed by the Master, ship-owner or agent and sent to the MCA as per section 2.3 of this plan.

Where possible, the Master of a **foreign flagged** ship faced with a lack of reception facilities should bring the alleged inadequacy to the attention of the harbour or terminal concerned immediately. If the problem is not resolved at the time to the Masters satisfaction then the ship should contact their own flag, who should take appropriate action through the IMO.

The port is obliged to take action to correct the situation by whatever means he considers necessary. All complaints received by Forth Ports Limited will be forwarded to the Group Health, Safety & Environmental Manager. In the medium term, the Group Health, Safety & Environmental 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 are required.

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.

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<sup>2</sup> Scottish Environment Protection Agency, Strathallan House, Castle Business Park, Stirling, FK9 4TZ. Tel: 01786 452595 or Fax: 01698 738155.

## **Charging**

Charge for Forth Ports Limited Waste Reception Facilities:

Each vessel call - £95

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

**Asbestos** All asbestos containing materials as defined in the 2003 CAWR regulations. **(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)**

**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)**

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

**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)**

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

**Explosives** (flares etc.) **(Vessel or agent to organise uplift through Forth Ports approved contractor)**

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

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

**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.

**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)**

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

**Sewage/Black Water** waste water from toilets **(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)**

**Any other waste.** **(Vessel or agent to organise uplift through Forth Ports approved contractor)**



## **Appendix 2: Contact details**

### **FTNS**

FTNS: +44 (0) 1324 498584  
Fax: +44 (0) 1324 668480  
Email: [ftns@forthports.co.uk](mailto:ftns@forthports.co.uk)

### **Ports of Rosyth and Burntisland**

Operations Manager: 01383 421801  
Operations Clerk: 01383 421800  
Operations Department Fax: 01383 414499

### **Approved Waste Contractors**

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

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

Northburn Industrial Services Ltd  
30 Northburn Road  
Coatbridge  
ML5 2HY  
Tel: 01236 427514 Fax: 01236 441148 Mob: 07738 986941

Augean Treatment Ltd  
30 Clark Street,  
Paisley,  
PA3 1RB  
Tel: 0141 887 5689 Fax: 0141 887 7846

### **MCA – Waste Reception Facilities Complaints:**

PWR Inadequacies  
Environmental Policy Branch  
Maritime and Coastguard Agency,  
Spring Place,  
150 Commercial Road  
Southampton, SO15 1EG

Email: [environment@mcga.gov.uk](mailto:environment@mcga.gov.uk)

### **Appendix 3: List of consultees**

W Knight Watson

Cory Shipping

Denholm Wilhelmsen Agency Forth

Clarkson Port Services Forth

Global Port Services

Inchcape Shipping

GAC Shipping

GP Shipping

T Ward shipping

Searoute Port Services

Port Manager

Group Health Safety & Environment Manager

Operations Manager

Forth & Tay Navigation Service

Forth Pilots

Harbour Master Forth Inner

MCA

Burntisland Fabricators

Briggs Marine

Senior Purchasing Manager

Port Engineer

## **Appendix 4: 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 Rosyth induction and all agents have been issued with MS Word file versions of the Waste Management forms.

### 2008 Update

Shipping agents have been reminded on a number of occasions regarding the need to conform to 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.

### 2012 Update

Although this document was sent to a list of consultees no feedback was received.

### 2015 Update

The plan was sent out for consultation on the 10<sup>th</sup> April with comments to be received by 24<sup>th</sup> April 2015.

Various shipping agents advised that they receive complaints from ships/masters that the port does not have any recycling facilities. Forth Ports are currently in discussions with Animal Health regarding recycling, and the present Waste Disposal Contractor has confirmed that they recycle, as far as practical, all non-food waste.

Plan approved by the MCA on the 28<sup>th</sup> May 2015.

### 2018 Update

The plan has been updated to reflect the implementation of CERS. The ports of Kirkcaldy and Methil have been removed as these are now the responsibility of the Port of Dundee. Update have been made to some job titles, job roles and approved waste suppliers. Updates to section 1.2 to reference the port diagrams and operation of O berth at Rosyth by Thomas Muir (Rosyth) Limited and the West dock Burntisland by Briggs and BiFab. Section 2.3 update to reflect changes to the procedures for reporting alleged inadequacies. Section 3.3 updated to remove the mention of notification prior to leaving port. Appendix 5 & 6 added to show a diagram of the ports outlining the berthing areas covered by the plan.

## Appendix 5: Port Berth Plan - Rosyth

| Berth      | Max Depth | Quayside Length |
|------------|-----------|-----------------|
| North Wall | 8.30m     | 540m            |
| P          | 4.00m     | 160m            |
| Q          | 4.00m     | 145m            |
| R          | 5.50m     | 180m            |
| Ro-Ro      | 7.20m     | 220m            |



Appendix 6: Port Berth Plan – Burntisland

| Berth      |
|------------|
| North Wall |
| Briggs     |
| BiFab      |

