

Port Waste Management Plan

Port of Grangemouth

Forth Ports Limited



FORTH PORTS
GRANGEMOUTH

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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.

Port of Grangemouth is situated on the South Shore of the River Forth, in Falkirk District, Scotland. The town of Grangemouth adjoins the port 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.

Port of Grangemouth is 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 London Container Terminal, Port of 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 INEOS; 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 Dales), 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 INEOS FPS LPG 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

Further details about the Forth Port's responsible attitude towards business could be found within the 'About us' section of the Forth Ports website (www.forthports.co.uk) under the headings: Community, Environment, Health and Safety.

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 9 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 worldwide basis.

The ship repair/dry-dock facility, Dales, 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 crafts using the docks.

Table 1: Vessel calls at Port of Grangemouth from 2009-2017

Classification	2009	2010	2011	2012	2013	2014	2015	2016	2017
BP / INEOS Terminals	1041	892	753	712	585	607	680	678	666
Common User Oil Jetty	160	121	104	75	68	20	19	4	7
Container Ships	531	579	595	583	415	447	384	316	301
Grange Dock except containers	291	219	351	202	164	115	84	146	116
Carron Dock	47	36	34	49	67	7	17	5	8
TOTAL	2070	1847	1837	1621	1299	1196	1184	1162	1098

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.

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 CERS – 3 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. These details are retained by the MCA.

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 Jetties as described in Para 1.4.) In line with the legislation, this is to 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).

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

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.

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 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.

2.3 Procedures for reporting inadequacies

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 Operations Manager immediately. If the problem is not resolved to the satisfaction of the vessel Master then the following procedures should be followed:

UK Flagged Vessels – The recognised form in MGN 563 should be completed by the Master, owners, operator or Agents of the vessel and emailed/sent to the MCA at the below Address.

PWR Inadequacies
Environmental Policy branch
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

E-mail: environment@mcga.gov.uk

Non-UK Flagged Vessels – The Master of the vessel should contact their own Flag State who should take appropriate action through the IMO.

The port is obliged to take action to correct the situation by whatever means deemed 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.

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 2009 to 2017. 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 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 2009 - 2017

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017
Covered Waste -'Food'	81	57.3	80	83	26	49.2	27	25	Not Available
General Waste	279	304	256	232	81	323.8	294.4	212.3	
Total*	360	361.3	336	315	107	373	321.4	237.3	

*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 3: Skip types and port waste reception capacity

Waste Type	Number of Skips	Skip capacity (m ³)	Port Capacity (m ³)
International Food waste	8	6.1	48.8
General waste	14	6.1	85.4
Totals	22	N/A	134.2

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 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 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 563, 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.

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 and 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.

- **Group, Health, Safety and Environment Manager** is responsible for investigating complaints and undertaking the pre-vendor assessment for any waste contractors. Responsible for assessing requests for a charge reduction relating to environmentally friendly ships.
- **Health, Safety and Environment Manager – Scottish Operation** 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.

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 calling to 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.

Receipt is received as part of billing when waste is collected by contractor this is available for audit.

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

A letter has been sent to all Agents currently acting for vessels at the Port of Grangemouth notifying them of the new waste reception facility requirements, as

applicable to the Port (see below). They have also been given copies of this plan as part of the consultation process and will be presented with a copy of the approved plan.

Should any vessel visit the Port under an Agency that has not previously had a copy of such letter, such advice will be given when the vessel is booked in with the marine department.

A copy of the letter will be given to the vessel on arrival at the port as part of the arrival pack. A copy of the letter can be found below:

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.

4.1 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 contained within the CERS system should be completed and sent to Forth and Tay Navigation Service.

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 Catering Waste 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 catering wastes (any wastes from a vessel that has previously entered a port out with 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. All vessel generated food waste will be treated as International Catering Waste unless the vessels Master can prove otherwise.

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 licensed 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.

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 Buyer, Forth Ports, Grangemouth.

4.2 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.

4.3 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 Harbourmaster immediately. If the problem is not resolved to the satisfaction of the vessel Master then the following procedures should be followed:

UK Flagged Vessels – The recognised form in MGN 563 should be completed by the Master, owners, operator or Agents of the vessel and emailed/sent to the MCA at the below Address.

PWR Inadaquacies
Environmental Policy branch
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Non-UK Flagged Vessels – The Master of the vessel should contact their own Flag State who should take appropriate action through the IMO.

The port is obliged to take action to correct the situation by whatever means deemed 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.

4.4 Charging

Charge for Forth Ports Limited Waste Reception Facilities: Each vessel call - £95 (2018)

For Lay-Up vessels there will be a charge of £10 per week for ships not providing their own waste disposal arrangements.

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.

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 of 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/mlld/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 February 2018)

Foundry Steels (General Waste and Food Waste)

Clyde Street

Grangemouth

FK3 8EU

Tel: 01324 474770 Fax: 01324 666342

Dow Waste Management (Recycling and General Waste)

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

MCA – Waste Reception Facilities Complaints:

PWR Inadaquacies

Environmental Policy branch

Maritime and Coastguard Agency

Spring Place

105 Commercial Road

Southampton

SO15 1EG

E-mail: environment@mcga.gov.uk

Appendix 3: List of consultees

Samskip	grangemouth@samskip.com
Nustar Grangemouth	billy.pullar@nustarenergy.com
Casper Shipping	grangemouth@casperltd.com
WKW & Co	agency@wkwat.co.uk
Cory Shipping	agency.grangemouth@corybrothers.com
Denholm Wilhelmsen Limited	agency.forth@denholm-wilhelmsen.com
Forth Ports Operations	craig.torrance@forthports.co.uk
Forth & Tay Navigation Service	FTNS@forthports.co.uk
Forth Pilots	forthpilots@forthports.co.uk
ED&F Man	gary.hunter@edfman.com
Inchcape Shipping	gbgrg@iss-shipping.com
GAC Shipping	agency.grangemouth@gac.com
GP Shipping	grangemouth@graypen.co.uk
Svitzer Towage	stephen.morgan@svitzer.com
Biomar	jdavis@biomar.co.uk
Dales Marine Services	phil@dalesmarine.co.uk
Harbour Master Forth Inner	alasdair.smith@forthports.co.uk
Senior Harbour Master	ashley.nicholson@forthports.co.uk
Conservancy Manager	bruce.pybus@forthports.co.uk
Grangemouth Boatmen	grangemouthboatmen@btconnect.com
Forth Ports Purchasing Manager	jakki.ireland@forthports.co.uk
MCA	sam.naylor@mcga.gov.uk
Environment Manager	derek.mcglashan@forthports.co.uk

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 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 ship owners.

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.

2018 Edition

Plan updated and sent for consultation on 09th May 2018. Consultees as indicated in Appendix 4.

Clerical corrections received and updated such as retired persons details updated. Process updated to incorporate CERS-3 implementation. New information to customers regards pre-arrival information.

Port Diagram incorporated.

Appendix 5: Port Diagram

Berths which are covered by this plan are highlighted in red

