

Port Waste Management Plan

Ports of Rosyth, Burntisland & Kirkcaldy

Forth Ports Limited



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Approved by the MCA on 10th August 2021 until 4th August 2024

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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).

1.2 The Ports

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

1.2.1 Rosyth

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.

1.2.2 Burntisland

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 eight 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 East side of the West dock is operated by Briggs Marine and the West side is currently untenanted. Briggs Marine are the sole operators of their 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.

1.2.3 Kirkcaldy

Kirkcaldy harbour is located on the North Shore of the Firth of Forth and primarily serves Carrs flour mill with small coastal cargo vessels carrying grain. Though other general and bulk cargos can also be handled. Appendix 7 shows a diagram of the port and outlines the berth covered by the plan. This business generates approximately forty to fifty ship visits per year.

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, Burntisland and Kirkcaldy 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, Burntisland and Kirkcaldy. 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 this plan unless the tenant company is operating its own berth or own vessels as at Burntisland with Briggs.

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.

DISTRIBUTION LIST - INTERNAL

	COPY NUMBER
Harbour Master	ORIGINAL
Senior Port Manager Rosyth, Burntisland & Kirkcaldy	01
Deputy Port Manager Rosyth, Burntisland & Kirkcaldy	02
Marine Department – FTNS	03
Port Engineer	04
Group Health, Safety & Environment Manager	05
Senior Purchasing Manager	06

DISTRIBUTION LIST - EXTERNAL

	COPY NUMBER
MCA	07
Waste Contractor	08
Ships agents and port users as per appendix 3	UNCONTROLLED – via email
www.forthports.co.uk/marine/information/	UNCONTROLLED

REVISION HISTORY

Date	Section	Page (s)	Brief Details	Amended By
February 2021	Whole document		Addition of Kirkcaldy	DHM
	2.2	6	Update to charges	DHM
	2.3	7	Update to address	DHM
	2.4	8	New section added – Ship Non Compliance	DHM
	2.5	8	New section - Procedures for waste exemptions	DHM
	2.7	8/9	Data brought up to date Graph added to show shipping number and total waste landed	DHM
	3	11	Legislation updated	DHM
	3.1	11	Roles and Responsibilities updated	DHM
	Appendix 2	14	List of approved contractors updated	DHM
March 2021		17	RoRo berth changed to T Berth to reflect change in use	DHM
May 2021	2.1	6	Use of approved contractors clarified Following external consultation	DHM

2. The need for waste reception facilities

When vessels arrive in Rosyth, Burntisland and Kirkcaldy, 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 afield. As the ports develop, the types of vessels calling may change.

The ports of Rosyth, Burntisland and Kirkcaldy 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 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. These details are retained by the MCA.

When a vessel is due to arrive at the Ports of Rosyth, Burntisland and Kirkcaldy 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 Deputy Port Manager. The Operations Department will then ensure that the full skips are replaced with empty skips.

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.

'Only wastes falling into the category of 'International Food Waste' or 'general waste' (e.g. office waste, paper etc) are covered by this plan. It is the responsibility of the Master (perhaps via the agent) to ensure that the waste contractor has the appropriate licence to handle any other or special waste that is being removed. 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 licensed (Forth Ports 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.

2.2 A description of the charging system

All vessels entering the Ports of Rosyth, Burntisland and Kirkcaldy will automatically be charged a flat rate nominal fee (£181.90 in 2022)¹ to cover use of waste reception facilities,

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.

regardless of whether or not they use the provided facilities. This charge is billed to the vessel along with all other charges via the integrated port operating system (IPOS). 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). It should be noted however that seagoing vessels are not normally able to lay-up in Burntisland or Kirkcaldy due to tidal restrictions.

These charges have been set following a review of previous years costs in order to make the service as close to cost neutral as possible. 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 upon issuing of the port tariff.

2.3 Procedures for reporting inadequacies/complaints

The Master of a **UK Flagged** ship faced with a lack of reception facilities in any of these ports should bring the alleged inadequacy to the attention of the Senior Port Manager and/or the Deputy Port Manager immediately via their agent.

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 or emailed to the MCA at the following address:

PWR Inadequacies,
Clean Ship Operations Team,
Maritime and Coastguard Agency,
Spring Place,
105 Commercial Road,
Southampton,
SO15 1EG

E-mail: environment@mca.gov.uk

The Master of a **foreign flagged** ship faced with a lack of reception facilities should also bring the alleged inadequacy to the attention of the Senior Port Manager and/or the Deputy Port Manager immediately via their agent. However, 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.mca.gov.uk> (reference MGN 563, section 19)

All complaints received by Forth Ports Limited will be forwarded to the Group Health, Safety & Environmental Manager who in the medium term, 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 Ship Non-Compliance

Any vessel failing to comply with the Port Waste Management Plan and the Port Waste Management Regulations 2003 will be reported to the MCA for further investigation. Masters and owners of ships that fail to comply with the requirements may be guilty of an offence and liable on summary convictions to a fine as provided for in the 2003 regulations.

When a non-compliance becomes apparent a report should be made to the Harbour Master who will forward the information to the MCA via the local marine office.

2.5 Procedures for waste exemptions

To be exempted, a ship must be engaged in "scheduled traffic with frequent and regular port calls" and there needs to be sufficient evidence of an arrangement ensuring the delivery of ship-generated waste (this now includes sewage) and payment of charges in a port along the ship's route. (Regulation 15(3)). More details can be found in section 15 to 18 of MGN 563 Amendment 1 ([link](#)).

The application form can also be found at Annex B.

Completed application forms and all supporting evidence should be sent to environment@mcga.gov.uk

2.6 Consultation procedures

When the plan is updated a copy will be sent to the shipping agents for feedback. The marine team for the ports of Rosyth, Burntisland and Kirkcaldy communicate with key stakeholders on a regular basis via the Port Marine Safety Code meetings. Any changes to the waste management plan will be highlighted during these meetings as and when required. These meetings offer an opportunity to discuss the waste management plan and any required or proposed changes.

2.7 Type and quantities of all waste received and handled

Tables 1 below illustrate the number and type of vessel calls over the period 2015 to present. These have been used to estimate changes in waste volumes over coming years.

Table 1: Tonnage and Types of Waste at Rosyth

Year	2015	2016	2017	2018	2019	2020
Number of Calls	225	249	256	135	92	87
Covered Waste -'Food'	32	No data available	No data available	119.91	91.58	14.68
General Waste	224			84.91	52.92	23.98
Total (m³)	256			204.82	144.5	38.66

Rosyth Analysis

Table 1 shows that the number of ship moves per year has continued to drop over the last six years and now sits at less than 100. These figures have been affected by the ferry ceasing to operate and the completion of the Queensferry Crossing which brought additional traffic to the port. Pre Covid 19 the number of cruise ships continued to increase and the new CEFETRA contract continues to bring small coasters and larger deep sea vessels to the port. The significant drop in waste landed in 2020 is likely due to the cruise industry being shut down. The future use of the port waste facilities is difficult to estimate due to the continued instability in the cruise industry.

Table 2: Tonnage and Types of Waste Burntisland

	2015	2016	2017	2018	2019	2020
Number of Calls	37	41	72	61	39	50
Covered Waste -'Food'	0.9	0.7	0.72	1.46	1.02	0.7
General Waste	0.7	2	1.88	2.3	0.64	1.22
Total (m³)	1.6	2.7	2.6	3.76	1.66	1.92

Burntisland Analysis

Table 2 shows that the average number of vessel calls in any year is 50. The majority of vessels calling at the port are handled at private facilities and many of them are unmanned barges. 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.

Table 3: Tonnage and Types of Waste calling at Kirkcaldy

Year	2015	2016	2017	2018	2019	2020
Number of Calls	45	45	43	41	42	47
International Catering Waste	1.4	0.8	6.75	2.58	2.54	2.18
General Waste	N/A	N/A	N/A	N/A	N/A	N/A
Total (m³)	1.4	0.8	0.6	2.58	2.54	2.18

Kirkcaldy Analysis

Table 3 shows that the average number of vessel calls in any year is 44. On the basis of the data presented above, the average vessel disposes of approximately 0.04 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 Kirkcaldy over the coming years. This will be revised if there are any substantive changes in the vessel types and/or numbers.

2.8 Description of the type and capacity of waste reception facilities

2.8.1 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.

The table below 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 (m³)	Port Capacity (m³)
International Food waste	3	8	24
General waste	3	8	24
Totals	6	N/A	48

When all of the above data is considered, 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 if required, 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.

2.8.2 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.

2.8.3 The port of Kirkcaldy has one ICW skip capacity with a total capacity of 10.7m³, that is located at the end of the working berth. This skip is used for all waste that is landed at Kirkcaldy and pickup is arranged by the operations department following a vessels call. If ships are scheduled back to back then the skip will be exchanged after the last call.

3. Legislation

Since January 1998, UK legislation has required Ports to implement MCA approved waste management plans. 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).

These have been further updated with regards international foodstuffs through the Animal By-Products (Enforcement) (Scotland) Regulations 2013.

This plan has been revised and prepared in accordance with the latest guidance for ports, given in MGN 563 (M+F) Amendment 1 Port waste reception facilities and management planning 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 Roles and Responsibilities in the Ports of Rosyth, Burntisland and Kirkcaldy

- **The Senior Port Manager Grangemouth, Rosyth, Burntisland and Kirkcaldy** 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 Deputy Port Manager Rosyth, Burntisland and Kirkcaldy** is responsible for the day to day running of the ports including 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 the waste contactor.
- **The Harbour Master** administers the plan. The Harbour Master is also responsible for ensuring that port waste infringement reports are made to the MCA as required by the legislation.
- **The procurement department** are responsible for the commercial aspect of the contract with a licensed waste contractor for the reception facilities from ships. 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.
- **Group Sustainability, Safety & Regulatory Manager** is responsible for investigating complaints and assessing requests for a charge reduction relating to environmentally friendly ships.
- **The Senior Purchasing Manager** is responsible for ensuring that the approved contractor complies with the contract and also maintains the list of approved suppliers
- **Forth and Tay Navigation** coordinate and record any waste exemption certificates that are received and ensure that these are saved and passed to the appropriate harbour master and the accounts team for recording in IPOS.

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.

Appendix 1: Glossary and types of waste

Asbestos All materials as defined in the Control of Asbestos Regulations 2006. **(Vessel or agent to organise uplift through Forth Ports approved contractor)**

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

Contaminated waste 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 a flares supplier)**

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 and plastics but excluding oil.

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

Light bulbs - **(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)**

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 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: +44 (0) 1324 498584
Email: ftns@forthports.co.uk

Ports of Rosyth, Burntisland and Kirkcaldy

Deputy Port Manager: 01383 421801
Operations Clerk: 01383 421800

Forth Ports Approved Waste Contractors

Licensed Waste Contractors (as at February 2021)

Foundry Steels **(General Waste and Food Waste)**
Clyde Street,
Grangemouth,
FK3 8EU
Tel: 01324 474770 / Fax: 01324 666342

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

Viridor Waste Management Limited **(General Waste, Food Waste and wood)**
5 Dalhousie Business Park
Carrington Road
Bonnyrigg
EH19 3HY

Tom Muir **(Metal)**
Thomas Muir (Haulage) Limited
Randolph Industrial Est.
Kirkcaldy
Fife
KY1 2TX

MCA – Waste Reception Facilities Complaints:

PWR Inadequacies,
Clean Ship Operations Team,
Maritime and Coastguard Agency,
Spring Place,
105 Commercial Road,
Southampton,
SO15 1EG

E-mail: environment@mcga.gov.uk

Appendix 3: List of consultees

Senior Purchasing Manager

Port Engineer

Senior Port Manager

Deputy Port Manager

Group Sustainability, Safety & Regulatory Manager

Casper Shipping

Clarkson Port Services Forth

Denholm Wilhelmsen Agency Forth

GAC Shipping

Global Port Services

Inchcape Shipping

Graypen Shipping

T Ward shipping

W Knight Watson

MCA

Appendix 4: Consultation Feedback

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.

2021 Edition

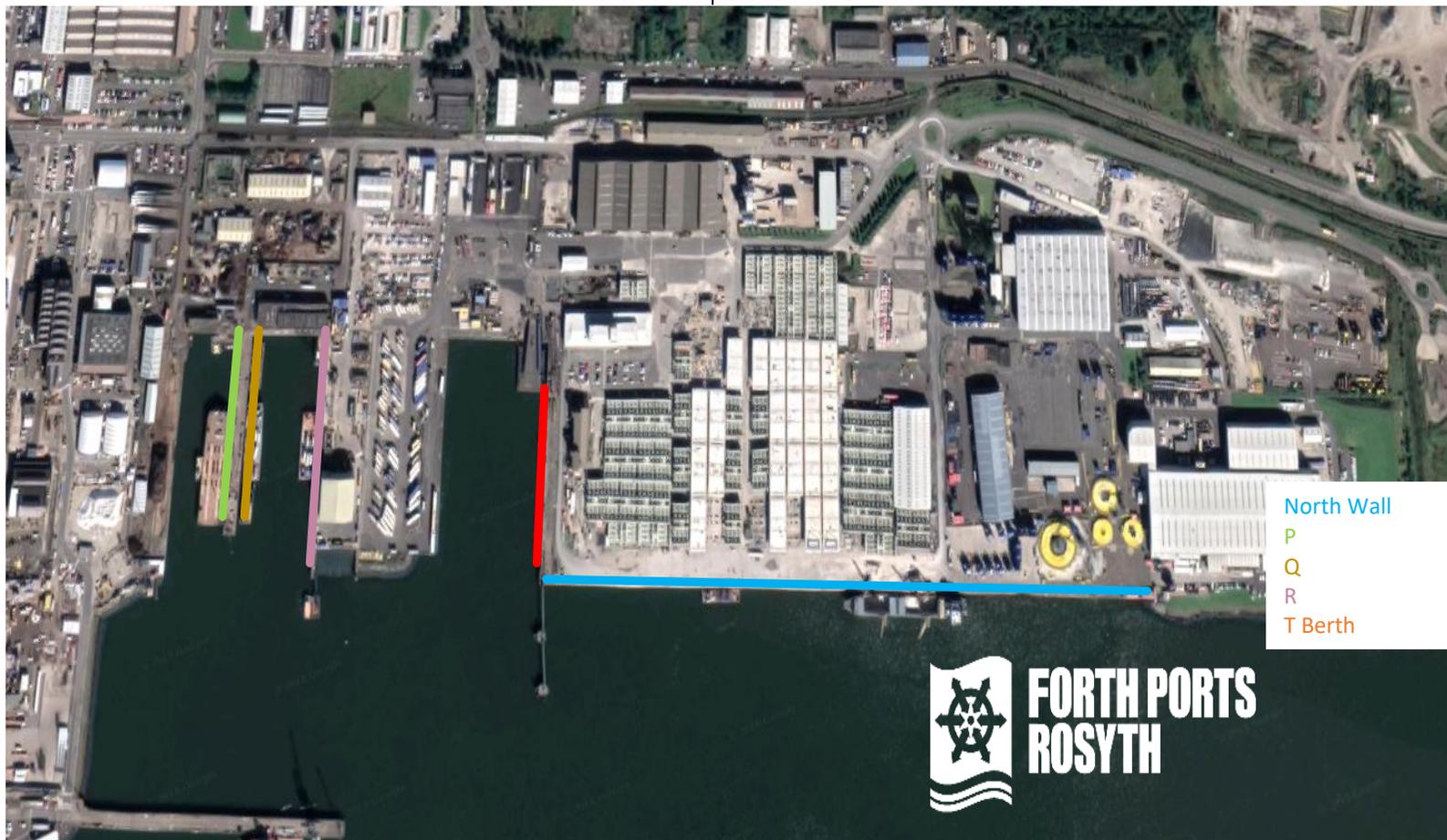
The Consultees listed in Appendix 2 were sent a copy of the new plan by email on 21st April 2021 and invited to revert with any comments by the 5th of May 2021. Consultation feedback was minimal however one shipping agent highlighted that the plans states that only "Forth Ports" approved suppliers may be used to uplift special types of waste.

The agent went on to explain that one of their clients already have contractual agreements in place with 2 separate Waste contractors both for General / Special waste (including bulk Oils) and Scrap waste at all the Ports their Vessels visit. These said suppliers are not listed on the "approved suppliers" list. However the plan suggests that it is not possible to use these preferred suppliers in the applicable ports.

This detail is not new and has infact featured in all previous plans. However, following this external consultation this issue was taken to the internal consultees with the proposal that the wording be changed to put the onus on the tenant/ship to ensure that their waste is disposed of appropriately. Internal consultees approved the change on the 20th of May 2021.

Appendix 5: Port Berth Plan – Rosyth

Berth	Quayside Length
North Wall	540m
P	160m
Q	145m
R	180m
T Berth	220m

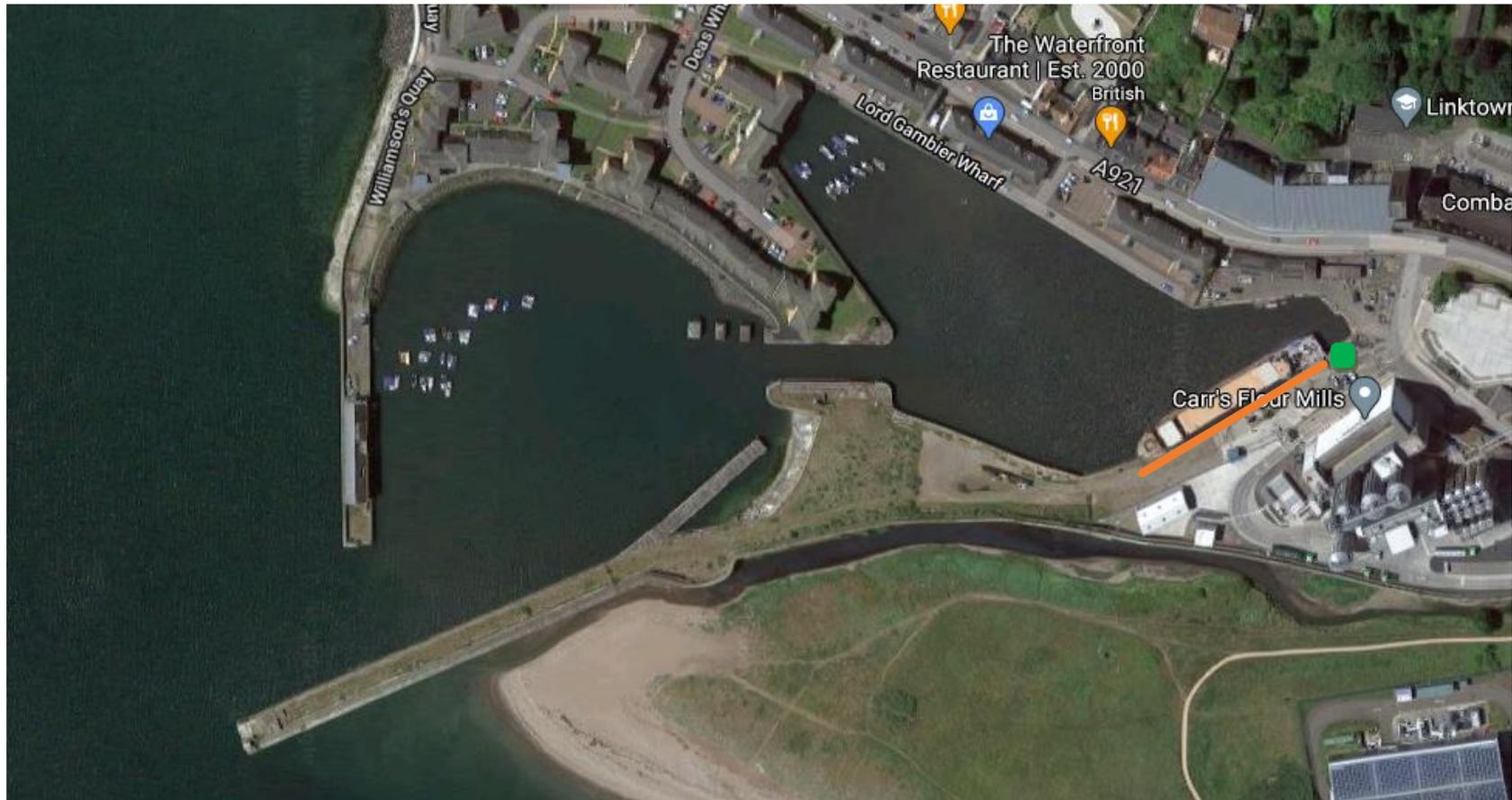


Appendix 6: Port Berth Plan – Burntisland

Berth
North Wall
Briggs
BiFab



Appendix 7: Port Berth Plan – Kirkcaldy



Key:  = International Catering Waste skip
 = working berth