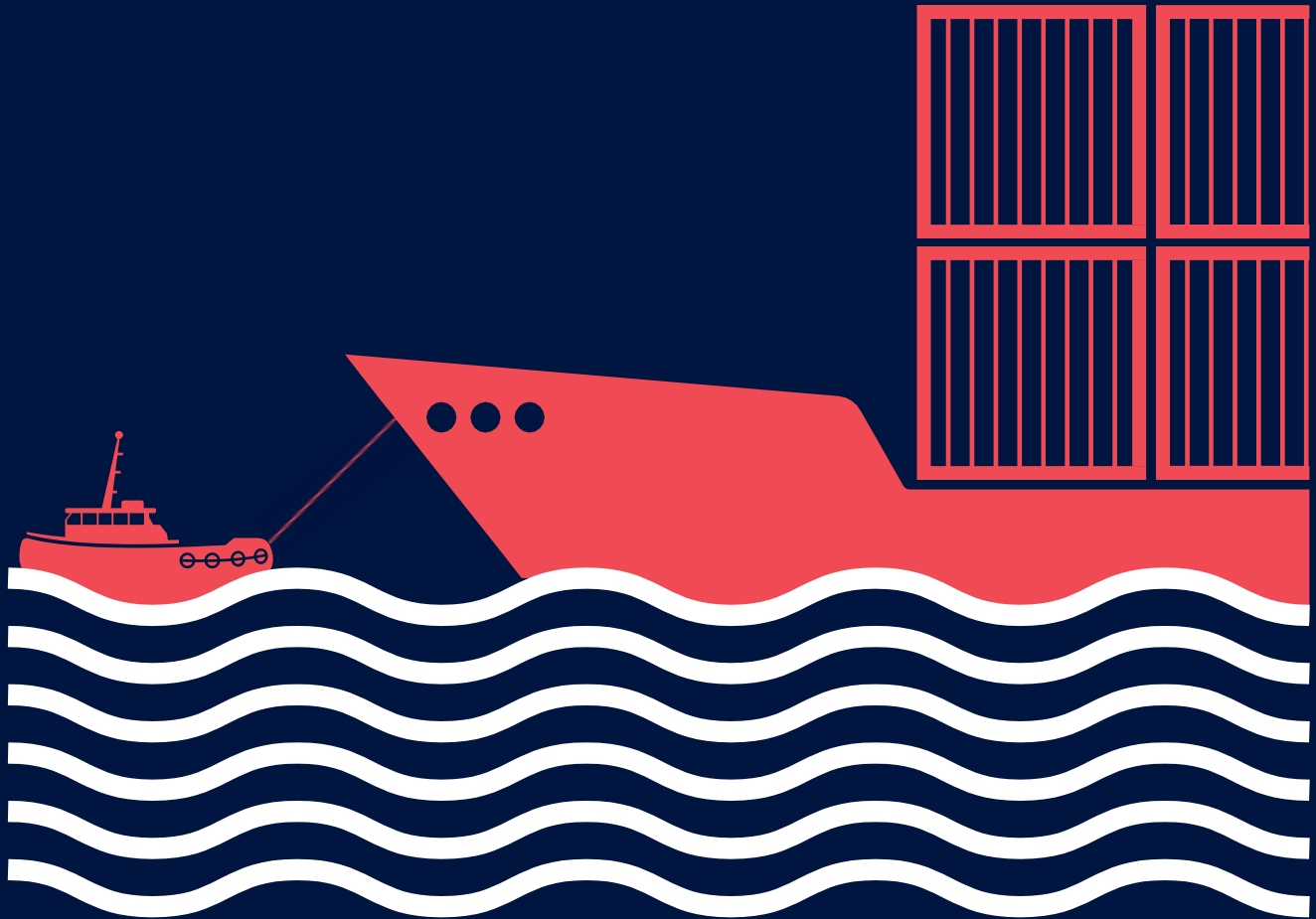


FORTH PORTS

PMSC ANNUAL REVIEW 2024





CONTENTS

About Forth Ports	4
Chief HM Introduction	5
Vessel Activity	7
Pilotage	9
Marine Department	11
Conservancy	13
Marine Reports	15
Outlook for 2024	17





ABOUT FORTH PORTS



8

Ports on the
Forth, Tay
& Thames

3rd largest

port group in the UK

£1 BILLION

Contributed to the UK
economy annually

Statutory Harbour Authority

Forth & Tay

35,000,000

Tonnes of cargo per annum



**£1 BILLION
CONTINUALLY
INVESTING**

in key
infrastructure

Key partner: Thames Freeport & Forth Green Freeport



CHIEF H.M. INTRODUCTION

The Forth and Dundee Port Authorities aim to undertake and regulate marine operations so as to safeguard the harbours, rivers, river users, the public and the environment. Forth Ports comply with the requirements of the Port Marine Safety Code when carrying out all marine operations as confirmed by the annual audit conducted by our independent Designated Person. An updated version of the Port Marine safety Code will be published in 2025, and Forth Ports will undertake an audit of our Marine function shortly after.

The Annual Performance Review is prepared in order that the Forth and Tay Port Authorities can report on the performance of the Authorities to the Board of Forth Ports Limited as required by the Port Marine Safety Code. This report is a summary of the activities over the year and is prepared in addition to the annual report that the Designated Person presents to the Board.

2024 has seen the arrival of Offshore wind projects with NNG at Dundee and the completion of the new dedicated Offshore wind berth at Leith which was completed in the summer.

Forth Ports commitment to being carbon neutral by 2032 (Scope 1 and 2) and net zero by 2042 was announced at the start of October 2023. Within the Marine department, we are committed to reducing our carbon footprint through modernising our fleet of craft and improving efficiency of our operation through reduced energy consumption and streamlining our operations. We continue to monitor and reduce our carbon output to meet these goals.

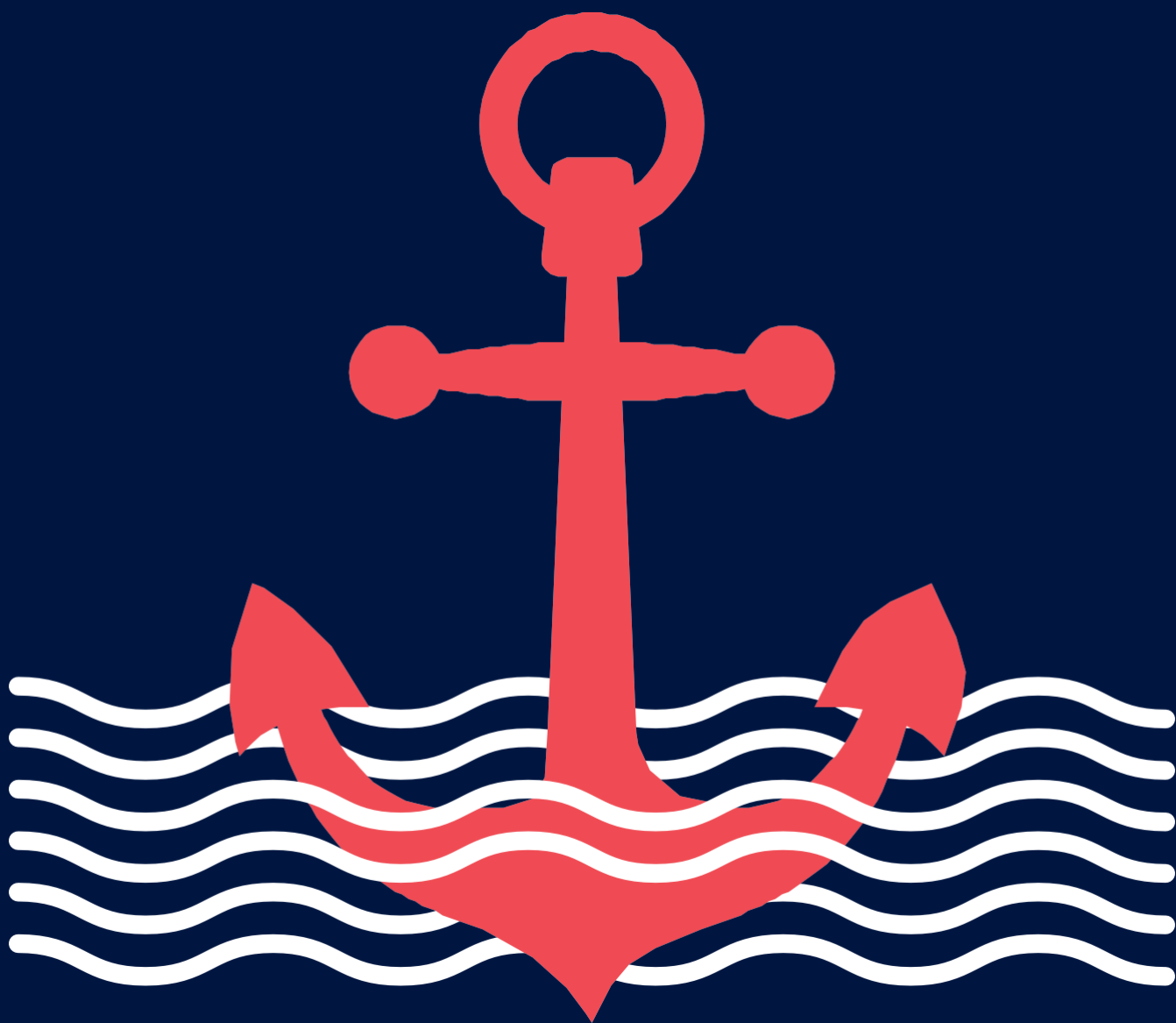
In 2024 we undertook a number of stakeholder engagements and will continue to do so. The next version of the Port Marine safety Code will be changed slightly, becoming the Ports and Marine facilities Safety Code. This changed means that all facilities that have marine traffic, from yacht clubs to piers and jetties will need to have “proportional compliance” with the code. Whilst the responsibility to comply will ultimately rest with the individual facilities, Forth Port will assist all stakeholders within and adjacent to our Statutory Harbour Area with compliance with the code if they wish. Our Marine Compliance Manager has already spoken with a number of stakeholders and will continue to do so throughout 2025 and beyond. We will also look to continue our stakeholder meetings and events, dates of which will be published on our website.

Forth Ports is committed to safe navigation of all users and we welcome feedback. We can be contacted on our website and will be happy to respond to any queries that you have.

Alan McPherson

Chief Harbour Master
Forth Ports Limited





VESSEL ACTIVITY

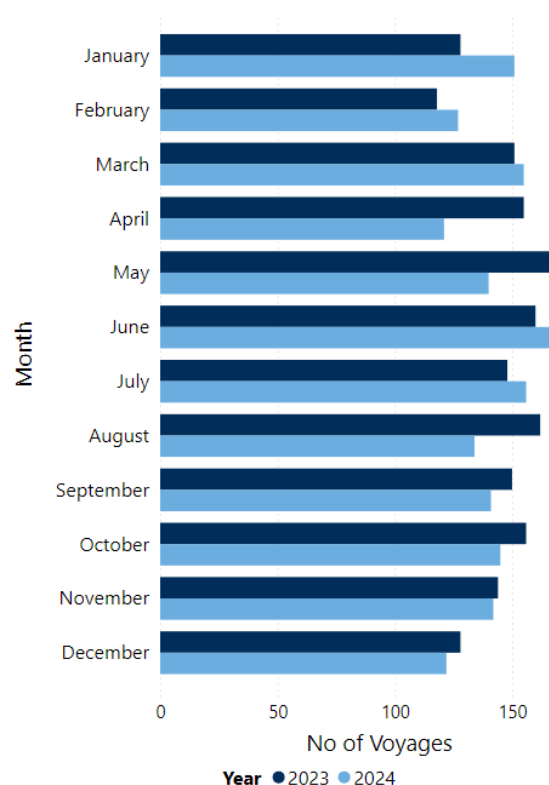
Forth

In 2024, there were a total of 1702 vessel calls with a total DWT of 32.6M tonnes to the ports on the Forth. Average length of vessel was 130m. This was up on 2023 where there were 1613 calls with a total DWT of 29.1M tonnes. However, average vessel length was the highest it has ever been which shows that vessels are getting larger despite the reduction of traditionally large Hound Point traffic which has reduced year on year from 11.4M tonnes to 9.1M tonnes. Cruise though continued to return, with the highest number of vessels seen.

Areas that saw the biggest change in traffic numbers were:

Port	Percentage Change
Anchorage	up 19%
Grangemouth	down 3%
Hound Point	down 21%
Newhaven	up 77%
South Queensferry	up 500%

Vessel Arrivals



All other ports had similar traffic numbers to 2023.

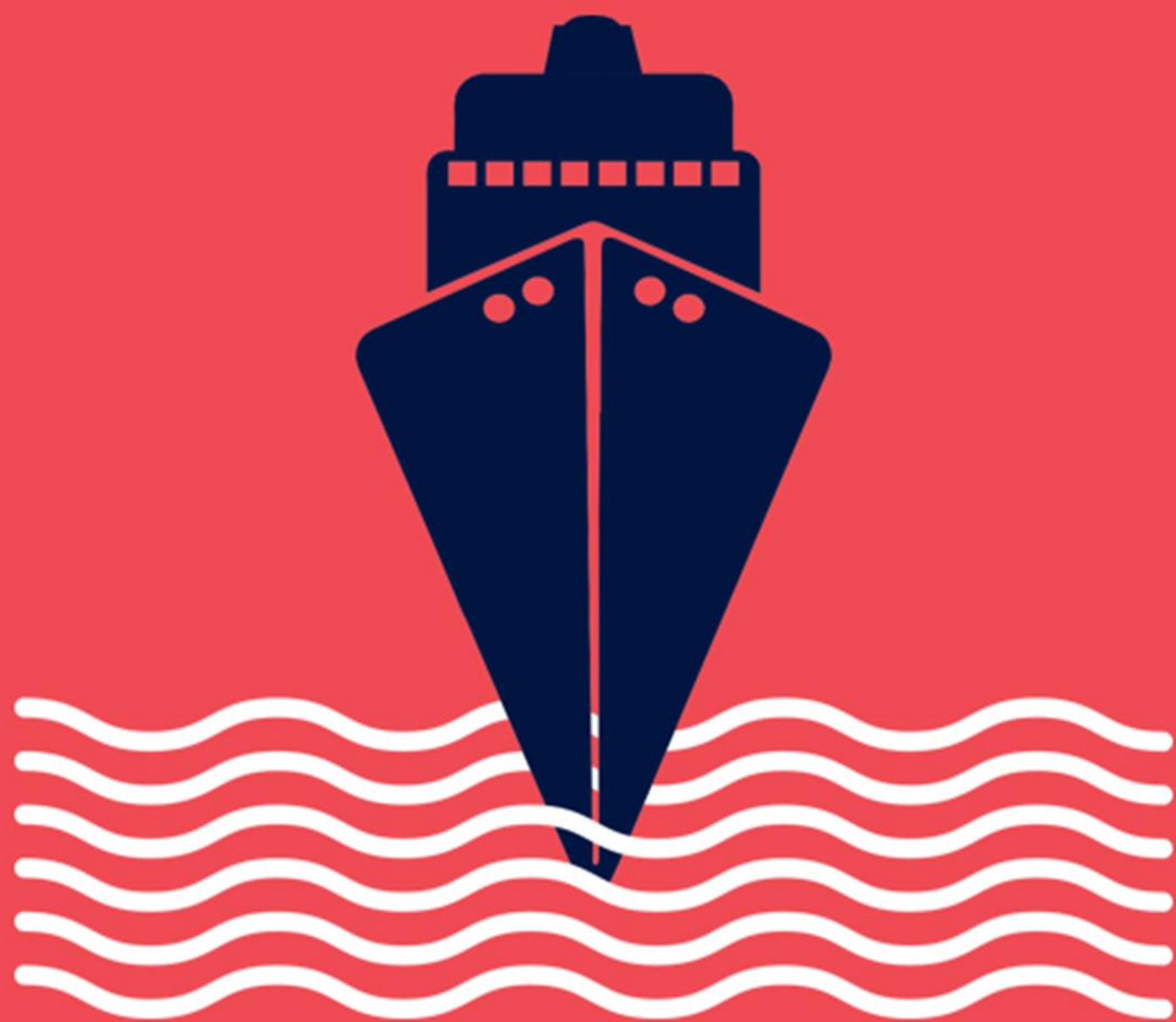
Tay

In 2024 there were 194 vessel calls with a total DWT of 1.0M tonnes. Average LOA was 104m. Vessel calls were down 17% on 2023, with total DWT also down by 17%. This was despite the Offshore wind vessel calls.

Towage

Ship Assist Towage in all Forth Ports locations is undertaken by Targe Towing and Svitzer. All towage activity is licenced and audited to ensure the highest levels of operational safety. All ship assist towage is carried out by STCW trained Masters.





PILOTAGE

Pilotage is a safety critical function. The Port Authority, Pilots and tug operators met formally on a regular basis to ensure the highest levels of safety are maintained, full minutes of these meetings are kept.

Forth

Pilotage on the Firth of Forth is provided by the Association of Forth Pilots. In total, there are 24 pilots authorised on the Forth. Following retirements in 2024, 2 new pilots were recruited to the association and are making their way through the licence levels.

A total of 3646 acts of pilotage were carried out in 2024, down 4% on 2023. Main areas of reduction were Grangemouth, Burntisland and Hound Point.

There were no PEC certificates issued or used in 2024.

Regular meetings of the Senior Pilotage Committee and the Pilotage committee were carried out in 2024, with Pilots also attending the relevant PMSC meetings as required.

A formal procedure is in place to ensure pilots maintain their expertise, this includes not only an Authorisation re-validation process but also an annual review of the number of individual pilotage acts completed at each location, training, incidents and overall performance. In addition, simulator training continued throughout 2024 at the Marine Simulation centre at South Tyneside College.

The Association of Forth Pilots maintained their accreditation to the ISPO standard in 2024.

Tay

Pilotage on the river Tay is provided by the Dundee Pilots Ltd. In 2024, a total of 398 acts were carried out, a decrease of 20%. 8 of these pilotage acts were for vessels to and from Perth, 2 less than in 2023.

Numbers remained at 4, including 1 Port employed pilot.

There were no PEC certificates issued or used in Dundee.

Regular meetings with Dundee Pilots were carried out in 2024, with Pilots also attending the relevant PMSC meetings as required.





MARINE DEPARTMENT

Forth and Tay Navigational Service (FTNS)

Forth Ports is committed to maintain an effective VTS in accordance with UK National, IALA and IMO standards. This includes ensuring infrastructure is properly maintained and upgraded to safeguard continued operation.

Forth Ports VTS is Forth and Tay Navigation Service. FTNS is manned 24/7 to provide a VTS service for both the Forth and the Tay, as such they plan, schedule and oversee all vessel movements. FTNS is staffed by 5 Assistant Harbour Masters and VTS Operators who all hold the MCA C103 certificate.

To carry out its function of regulating and scheduling vessel movements, together with safeguarding vessels, personnel and the environment FTNS have at their disposal a range of state-of-the-art equipment. This includes Kongsberg radar and tracking systems, VHF coverage, Automatic Identification System (AIS), CCTV and meteorological and tide monitoring equipment. The radar, AIS and VHF coverage not only allows for real time information to be provided to FTNS but also provides redundancy cover in the event of a malfunction of any of the systems, all of which enhances the safety of navigation on the river. VHF transmissions of all the main marine VHF channels operated in both rivers are recorded together with telephone conversations in the Operations Room and the Marine Emergency Centre. CCTV and Radar are also recorded in the ports with a playback facility. In 2025 we will replace our Port Management system IPOS with a Tidalis system. This will provide efficiency improvements and allow for ease of recoding vessel movements at all of our locations.

Stakeholder engagement

The Forth Ports Marine department carry out an annual Stakeholder event that anyone can attend. It consists of an update on Forth Ports activity and how it will impact on all Marine users, be they Commercial or Leisure. Marine safety awareness is also an important aspect of these sessions and any person with an interest in the Forth is encouraged to attend.

In addition to the annual event, Forth Ports Marine department are available to meet with any interested parties and speak about Forth Ports Marine activity. These include school visits, local interest groups and Rotary Clubs.

Please contact Forth Ports marine at marine@forthports.co.uk if you want to get in touch.





CONSERVANCY

Forth Ports mark and maintain appropriate navigational channels to all ports within their jurisdiction on both the Forth and Tay. Depths of channels and navigational marks are agreed through consultation following risk assessment to ensure that the channels provide a safe passage to all the ports and berths.

Forth Ports will ensure survey programme is maintained and survey charts are published and relevant data sent to UKHO within 8 weeks of survey. Through appropriate maintenance and response ensure ATON availability meets NLB targets.

Dredging

Dredging in all ports continued to be carried out under contract by UK Dredging for the trailer work, with Wyre Marine used for backhoe dredging. All ports and channels continue to be maintained to their published depths.

A total of 86.8 days were utilised by the trailer suction dredger and 35 days for grab dredging in areas that fall under the responsibility of Forth Ports, with a total of 1,193,255 m³ being dredged. Forth Sentinel carried out ploughing operations on the Forth throughout 2024 supporting our dredge programme.

Hydrographic Surveying

Surveys continued to be conducted using Forth Ports in-house hydrographic survey facilities, with support from the GIS function.

Aids to Navigation

Forth Ports is responsible for 160 Navigation Aids on the Forth and Tay. The maintenance of Aids to Navigation was conducted under contract by Briggs Marine who follow a routine maintenance programme as well as responding to emergency call outs. In 2024 we completed the painting of Fidra lighthouse as part of an on-going maintenance and solarisation of the Fidra light.

Future Planning

As part of our commitment to Net Zero, Forth Ports is looking at alternative fuel vessels. In 2024, Forth Ports took on charter a Hydrogen Fuel cell work boat to trial the technology and utilise another Hydrogen project in the Port of Leith.





MARINE REPORTS

Incidents

Forth Ports will ensure that through reporting, investigation and analysis ensure all risk assessments, procedures and guidelines are appropriate to prevent any major navigation or pollution incident.

A total of 75 marine incidents were recorded in 2024. This was 5 more than were reported in 2023. Near misses reports from 87% to 79%.

The most common cause was as a result of a Mechanical or Technical failure, which accounted for 44% of all incidents recorded. The main causes of this are likely to be as an ongoing result of the restrictions on inspection and maintenance during Covid, along with training and spares availability and general standards on board vessels.

The next highest cause was failure of Seamanship, which accounted for 23% of incidents. All other incidents were as a result of failures to follow procedures or regulations, weather and failure of communications.

Pollution reports

2024 saw a reduction in the number and severity of pollution incidents reported.

Smaller spills were dealt with using Ports own equipment and as before the rapid response helped reduce the effect of any spill.

Exercises

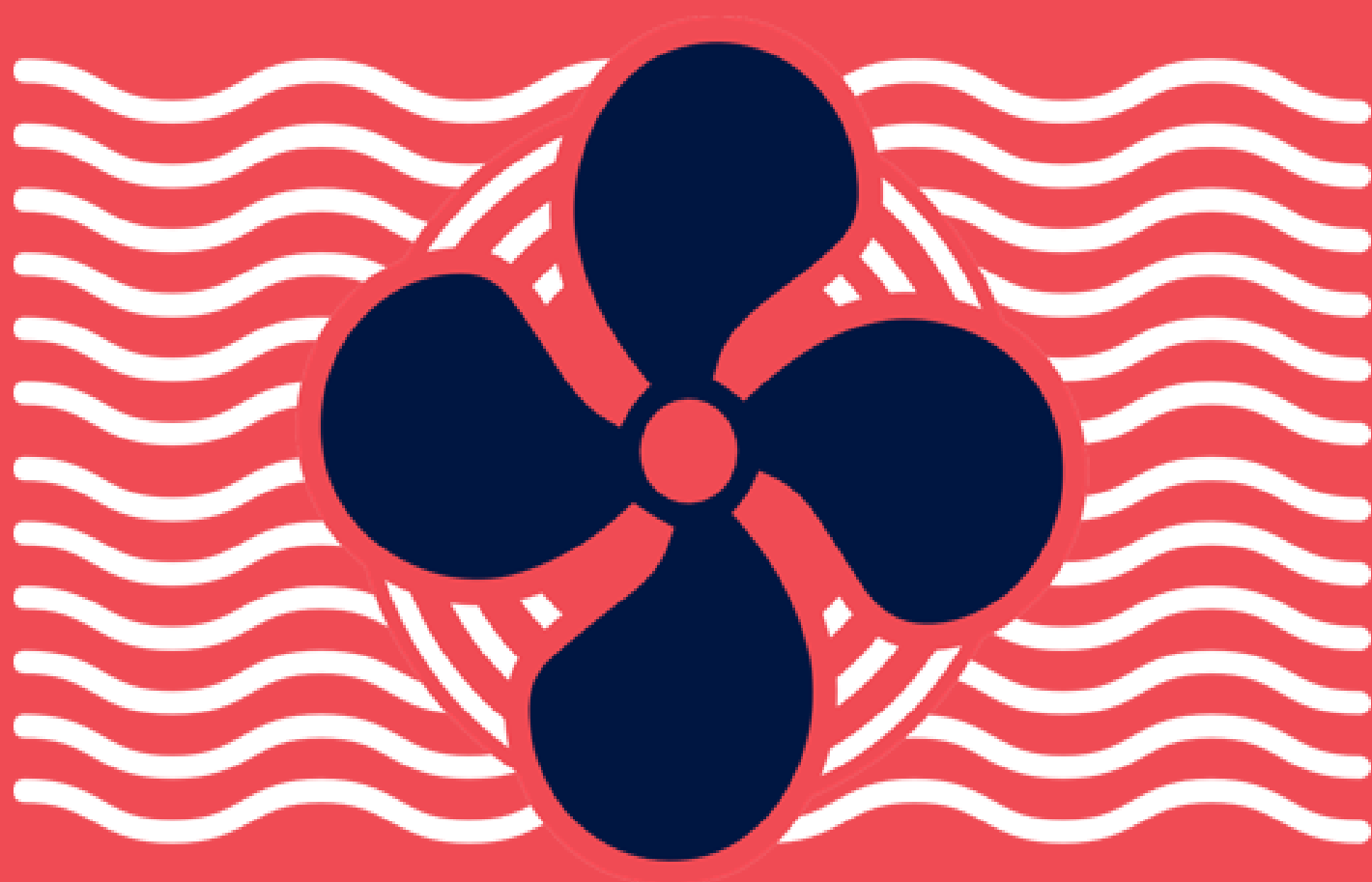
Exercising our oil spill and emergency plans is key to ensuring a rapid and effective response should the real thing arise. On the Forth this is Clearwater Forth and Emergency Forth. In Dundee it is Dundee Oil Spill and Emergency Tay exercises.

Clearwater Forth takes the form of an annual live exercise and a tabletop exercise. Emergency Forth exercises are held biannually. In addition, Dundee Oil Pollution Response Contingency (OPRC) Plan and Emergency Tay exercises carried out in Dundee follow a similar format.

In 2024, the Clearwater Forth multi agency oil pollution exercise was held in September. This involved a number of external stakeholders and partners and included practical exercising along with the staffing of the Marine Emergency Centre (MEC in Grangemouth. A Clearwater Forth tabletop exercise was held in December and Emergency Forth exercises were held in May and November. In Dundee, an Emergency Tay tabletop exercises were held in July and December. The Dundee OPRC was exercised in August and September.

Exercises were also carried out with partners at Network Rail and Forth road crossing teams.





OUTLOOK FOR 2025

Marine Safety Plan

As per section 9 of the Port and Marine facilities Safety Code, Forth Ports must demonstrate commitment to marine safety and to ensure the involvement of harbour users, all organisations should produce a marine safety plan. The marine safety plan should illustrate how policies and procedures will be developed to satisfy the requirements of the Code.

It should:

- commit the organisation to undertake and regulate marine operations in a way that safeguards the harbour/facility, its users, the public and the environment.
- refer to commercial activities, the efficient provision of specified services and the effective regulation of vessels including near miss reporting; and
- explain how commercial pressures will be managed without undermining the safe provision of services and the efficient discharge of its duties.

The Marine Safety Plan for Forth Ports Scotland was published in 2023 and is due for review in January 2026.

Long-term planning

In 2023 we commenced a long term (10 year plus) project, continuing the positive work already done to improve safety and the environment looking at where we see the direction of the future of ports. We are continuing to identify and engage with all stakeholders about how we see the future for the Marine department.

By taking a more long-term view, changes can be brought in which positively impact on Health and Safety, Environment and People, whilst maintaining the commerciality of the department in a sustainable way.

We have already started this journey with steps that have been taken in the last 5 years. Greater use of data has informed the decision-making process and will continue to do so.



