

# Port Waste Management Plan

## Ports of Dundee & Methil

### Forth Ports Limited



Copy Number

**ORIGINAL**

**January  
2026**

<b>FORTH PORTS LIMITED</b>	<b>Document ID</b> FP PMSC OM 03/05	<b>Authorised By</b> MMD	<b>Original Date</b> August 2022
<b>Dundee Port Waste Management Plan</b>	<b>Date Revised</b> January 2026	<b>Prepared By</b> MMD	<b>Review Due</b> August 2029

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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) as amended.

## 1.2 The Port of Dundee

Forth Ports Limited own and operate the Port and are also the Statutory Harbour Authority for the River, Estuary and Firth of Tay.

The Port of Dundee comprises of 53 land hectares and 9,693 water hectares, located on the north shore of the Firth of Tay. It is accessed via a buoyed navigation channel and handles vessels of up to 110,000 DWT of various types including cruise ships, tankers, general cargo vessels, offshore support vessels and oil rigs.

All the berths in the port are common user with no stand-alone terminal operator. Main commodities handled at the port include petroleum products, forest products, offshore wind, North Sea oil related cargoes and a wide range of dry bulk materials such as grain, animal feeds, fertilizers, aggregates and ores.

Ships' Masters are required to immediately notify Dundee Harbour Radio (VHF CH 12) 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. Port of Dundee's Oil Spill Contingency Plan and also the regional Oil Spill Contingency Plan cover this obligation.

The Firth of Tay 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 Tay are designated for their nature conservation importance under the Firth of Tay Site of Special Scientific Interest (SSSI).

As the Port of Dundee 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.

## Methil

The Port of Methil Comprises of 16.6 Land Hectares and 4.4 water hectares located on the north shore of the Firth of Forth. Access is directly from the Firth of Forth via lock gate into the main basin. Vessels Up to 3000 DWT can be handled. Normally these will be general cargo vessels but other types of vessels such as offshore support can berth for layovers or repairs.

All berths in Methil are common user with no standalone terminal at present, the primary cargos handled are timber, aggregates and general bulk commodities

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Ships' Masters are required to immediately notify Forth and Tay Navigation Service (VHF CH 71) 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. Forth ports, Clearwater Forth Oil Spill Contingency Plan and also the regional Oil Spill Contingency Plan cover this obligation.

### 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 the Port of Dundee 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 Dundee & Methil. 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 fall within the scope of the Dundee Plan.

### 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.

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 document.

### 1.6 Environmental Policy

The Forth Ports Limited environmental policy is contained within the Annual Report and Accounts. It is also available on the Forth Ports Limited website [www.forthports.co.uk](http://www.forthports.co.uk).

### 1.7 Corporate Responsibility

The Forth Ports Limited Corporate Social Responsibility Statement is contained within the 'About us' section of the Forth Ports website [www.forthports.co.uk](http://www.forthports.co.uk).

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**REVISION HISTORY**

Date	Section	Page (s)	Brief Details	Amended By
August 2022			New Edition	Marine Manager Dundee
August 2024	Distr list, 2.2	5, 6	Amendment of post holders, charges	Marine Manager Dundee
January 2026			Full review	Marine Manager Dundee

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## 2 The Need for Waste Reception Facilities

All vessels arriving at the Ports of Dundee & Methil are commercial vessels that will have been at sea for varying periods of time and consequently have waste on board that needs to be disposed of in an approved facility.

### 2.1 A Detailed Description of the Procedures for the Reception and Collection of Prescribed Wastes

Twenty-four hours before arrival in port or as soon as departing the previous port (if the sailing is less than 24 hours), the pre-arrival waste declaration form contained within CERS should be completed and sent to Forth and Tay Navigation Service (FTNS: contact details in Appendix 2).

When a vessel is due to arrive in Dundee, waste skips will be provided on request. If requested, the Harbour Master's Department will ensure that the requested skips are located at the appropriate wharf and are ready for the reception of waste. In circumstances where the amount of waste exceeds the maximum on site skip capacity additional skips will be provided.

Any wastes not falling into the category of 'International Catering Waste' or 'general waste' (e.g. office waste, paper etc.) 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 etc. 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 Forth Ports Buyer in Grangemouth. It is the responsibility of the Master (via the agent) to ensure that the waste contractor has the appropriate licence to handle the waste they are contracted to remove.

Forth Ports Limited should be notified of ALL wastes removed from the port by using the CERS system.

### 2.2 A Description of the Charging System

#### Port of Dundee & Port of Methil

With effect from 1st January 2022 a change was introduced to the Port of Dundee and the Port of Methil Waste Management process and charges. The new process is designed and being adopted to encourage a more environmental attitude to waste being landed by vessels in the Ports and also reflect a neutral cost approach to the uplift and management of waste currently handled and for the future.

Vessels will be charged a Port Waste Reception Charge of £294.07

The waste reception charge is a statutory requirement to ensure that all vessels contribute to the provision of Port waste reception facilities. The charge for all vessels covers the use of one GW skip. This charge includes waste disposal of said skip.

The Ports can provide any of the following skips at an additional cost:

International Catering Waste (ICW), General Waste (GW) or Recycling Waste (RW).

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Additional skips are charged as per the below rates table from 1st January 2024:

ICW	£346.50 per skip and £220.34 per tonne thereafter (1 tonne minimum charge)
GW	£244.20 per skip and £155.00 per tonne thereafter (1 tonne minimum charge)
RW	£244.20 per skip and £114.95 per tonne thereafter (1 tonne minimum charge)

The above represents the actual cost to the Ports for handling the identified skips and waste. ICW skips will be weighed and printed tickets presented to either the vessels or a nominated representative of the vessel.

Hazardous waste will remain the responsibility of the vessel as with all associated charges.

Mixed waste will be charged at a minimum of £371.54 per skip or as advised by Forth Ports approved waste contractor.

All published waste charges are reviewed quarterly and may be subject to change.

### 2.3 Procedures for Reporting Inadequacies

The Master of a ship faced with a lack of reception facilities in the Ports of Dundee & Methil should bring the alleged inadequacy to the attention of the Port Manager and/or the Harbour Master immediately.

If the inadequacy has not been rectified to the Masters satisfaction, then the Complaints Procedure detailed in paragraph 4.4 should be followed.

### 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 Consultation procedures

The Ports of Dundee & Methil communicates 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.

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## 2.6 Type and Quantities of all Wastes Received and Handled

Table 1& 1b below illustrates 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. The general cargo, dry bulk, forest products and miscellaneous cargoes have been grouped as these vessels are all of similar characteristics with regard to vessel size voyage duration and crew numbers.

**Table 1: Vessel numbers calling at Dundee**

<i>Year</i>	<i>Total</i>
<b>2015</b>	288
<b>2016</b>	233
<b>2017</b>	341
<b>2018</b>	370
<b>2019</b>	309
<b>2020</b>	282
<b>2021</b>	305
<b>2022</b>	245
<b>2023</b>	254
<b>2024</b>	204
<b>2025</b>	204

**Table 1b: Vessel numbers calling at Methil**

<i>Year</i>	<i>Total</i>
<b>2016</b>	33
<b>2017</b>	36
<b>2018</b>	30
<b>2019</b>	33
<b>2020</b>	17
<b>2021</b>	21
<b>2022</b>	19
<b>2023</b>	27
<b>2024</b>	38
<b>2025</b>	25

Over a 5 year period, Table 2 illustrates the volumes of waste to be landed at the Ports of Dundee from vessels using our facilities.

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**Table 2: Volumes and types of Waste Port of Dundee 2020 – 2025**

Waste Type	Waste Notified for Delivery in Tonnes					
	2020	2021	2022	2023	2024	2025
General Waste	237.5	286.08	240.04	264.4	252.7	303.8
ICW	13.3	8.72	2.88	5.63	16.8	15.2
Other	-	-	-	-	-	-

Over a 5 year period, Table 2b illustrates the volumes of waste landed at the Port of Methil from vessels using our facilities.

**Table 2b: Volumes and types of Waste Methil**

Waste Type	Waste Notified for Delivery in Tonnes					
	2020	2021	2022	2023	2024	2025
General Waste	14.6	4.3	3.39	4.1	3.7	2.8
ICW	4	1.2	1.22	1.1	0.9	0.5
Other	-	-	-	-	-	-

This 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 Port to plan its waste facilities to cater for the needs of visiting vessels. Tables 1 & 1b show that the maximum number of vessel calls has been reasonably consistent during the last 6 years and consequently the existing waste management plan has been found adequate and suitable for current shipping needs.

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.

Considering the changes to vessel types over the past three years, it is deemed that the existing waste management capacity is appropriate for the Port of Dundee over the coming years. This will be revised if there are any substantive changes in the vessel types and/or numbers.

Where large statistical deviations are noted; these are due to exceptional requirements and this waste will have been removed by requesting additional resources from our approved waste contractor.

## 2.7 Description of the Type and Capacity of Waste Reception Facilities

The Port of Dundee provides skips to vessels on request. There are three types of skips, those for international catering waste (covered skips marked International Catering Waste)

– Category 1 Animal Byproduct), open skips for general wastes – not food waste, 'special' or 'hazardous' wastes and re-cycling waste, for recyclable materials such as metals, paper, card etc. All skips are held in the port compound and will be delivered to the quayside on a vessels request.

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Table 3 illustrates the number of skips by type, and therefore the total port capacity at the Port of Dundee. 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 <sup>3</sup> )	Port Capacity (m <sup>3</sup> )
International Catering Waste	2	10.7 m <sup>3</sup>	21.4 m <sup>3</sup>
General waste	7	6.1 m <sup>3</sup>	42.7 m <sup>3</sup>
Recycling	2	9 m <sup>3</sup>	18 m <sup>3</sup>
<b>Totals</b>	<b>11</b>		<b>82.1 m<sup>3</sup></b>

Table 3b illustrates the number of skips by type, and therefore the total port capacity available at the Port of Methil. 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 3b: Methil 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 Catering Waste	1	10.7 m <sup>3</sup>	10.7 m <sup>3</sup>
General waste	1	6.4 m <sup>3</sup>	6.4 m <sup>3</sup>
<b>Totals</b>	<b>2</b>	-	<b>17.1</b>

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### 3 Legislation, Roles and Responsibilities in the Ports of Dundee & Methil

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 is implemented in the UK through the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (SI 2003/No: 1809) as amended by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2009 and the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016. The Directive requirements are now implemented in the UK through the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended (S.I. 2003/No 1809).

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

This plan has been prepared in accordance with the latest guidance for ports, given in Marine Guidance Note 563 (Amendment 2) Annex D "Port Waste Management Planning - A Guide to Good Practice" 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 / Marine Manager** 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 his staff is maintaining the records in accordance with the law and making port waste infringement reports to the MCA as required by the legislation.
- The responsibility for the contract with a licensed waste contractor for the reception facilities from ships is with the **Purchasing Manager, Grangemouth**. The Purchasing Manager also instigates the pre-vendor assessment to approve waste contractors.
- **The Environment and Energy Manager** is responsible for investigating complaints and undertaking the pre-vendor assessment for any waste contractors. Also responsible for assessing requests for a charge reduction relating to environmentally friendly ships.
- **The Health and Safety Manager** is responsible for undertaking the pre-vendor assessment for any waste contractors and ensuring that operations are undertaken in line with company policy and risk assessments.
- **Group Risk and Insurance Manager** is responsible for undertaking the pre-vendor assessment for any waste contractors and ensuring that they carry adequate minimum levels of Liability Insurance in line with company policy.

#### 3.2 Description of pre-treatment (if any)

All ship generated food waste must be disposed of in International Catering Waste enclosed skips. Skips will be cleaned and maintained in line with the suppliers' procedures.

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### 3.3 Description of Methods used in Recording the Actual use of the Facilities

Prior to a vessel departing from the port, the pre-departure notification form, of the waste disposed of at the port, must be sent to FTNS. At any time any employee of the port or the waste contracting firm may inspect the content of the skip. If any substances that should not be there are located, the vessel will be charged the full costs of disposal via an appropriate contractor with a subsequent administration charge. This will also apply for vessels leaving materials on the quayside.

### 3.4 Description of Methods of Recording Amounts of Prescribed Wastes Received

When the waste contractor removes the skips, the waste return note will be sent to the buyer, who will enter the information into the waste management spreadsheet for the Port of Dundee. On an annual basis this will be compared with the information received from the ships, which will have been entered onto the Waste Management spreadsheet by the Console Controllers. It is the Harbour Master's responsibility to ensure the annual waste returns are sent to the MCA in an appropriate format, a template for the waste return is attached in Appendix 3.

### 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 international catering 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 their respective location by the Contracted Waste Management Company who will then empty and replace them in accordance with the waste management plant.

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## 4 Information for the Ships and/or Agents

A letter has been sent to all Agents currently acting for vessels at the Port of Dundee 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: (note updated process information promulgated via Port of Dundee Notice to Mariners.

<http://www.forthports.co.uk/marine/notices-to-mariners/>

Dear Sir,

Re: Port Waste Management - Dundee 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, Recycling and General are located at a centralised location and are positioned next to vessels on request. 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.

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*All international catering wastes* (all food stuffs or items that have been produced whilst travelling outside the United Kingdom, Channel Islands and Isle of Man, even if food stuffs or items were provisioned from ports within the United Kingdom, Channel Islands and Isle of Man) 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 Annex 3.

Once the vessel has landed its waste, it is required to complete a pre-departure waste form (Annex 2), prior to leaving the port. This should detail all waste landed, including that handled by specialist contractors.

A list of the currently approved contractors can be found in Annex 4 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 Dundee 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

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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

From 1st January 2026 charges per waste skip will be:

##### Dundee & Methil

ICW	£346.50 per skip and £220.34 per tonne thereafter (1 tonne minimum charge)
GW	£244.20 per skip and £155.00 per tonne thereafter (1 tonne minimum charge)
RW	£244.20 per skip and £114.95 per tonne thereafter (1 tonne minimum charge)

The above represents the actual cost to the Port of Dundee for handling the identified skips and waste. ICW skips will be weighed and printed tickets presented to either the vessels or a nominated representative of the vessel.

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.

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## Appendix 1: Glossary and Types of Waste

**Garbage:** Means all kinds of victual, domestic and operational waste. **(EXCLUDING International Food Waste).**

**International Catering Waste:** All food stuffs or items that have been produced whilst travelling outside the United Kingdom, Channel Islands and Isle of Man, even if food stuffs or items were provisioned from ports within the United Kingdom, Channel Islands and Isle of Man. If there is any dubiety regarding the origin for food wastes it will be treated as international.

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

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

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

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

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

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

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

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

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

**Dunnage:** from cargo operation originating 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.): for guidance on disposal of explosives seek the advice of the Maritime and Coastguard Agency.

**Sewage:** Raw or treated sewage should be removed from a vessel through a licenced waste contractor. **(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)

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## Appendix 2: List of Contacts

### FTNS

FTNS:

Fax: +44 (0) 1324 668480

Email: [ftns@forthports.co.uk](mailto:ftns@forthports.co.uk)

Harbour Master, Forth & Tay 0131 555 8901

Marine Manager, Dundee & Methil 01382 878 141

Harbour Master Fax: 01382 878126

### Approved Waste Contractors Foundry Steels

Clyde Street, GRANGEMOUTH, FK3 8EU

Tel: 01324 474770 Fax: 01324 666342

### Hazco Environmental Ltd

Auchinvole Castle, Twecher Road, Kilsyth, GLASGOW, G65 0SA Tel: 01236 826826 Fax: 01236 820720

### Augean Treatment Ltd

30 Clark Street, Paisley, PA3 1RB

Tel: 0141 887 5689

Fax: 0141 887 7846

### Binn Group Ltd

Binn Farm Glenfarg, Perthshire PH2 9PX Tel: 01577 830 833

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### Appendix 3: Reports on Port Waste Reception Facilities

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

Name of Port:

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

	Oil						Noxious liquid substances	Sewage	Garbage
	Dirty ballast water	Tank washings (slops)	Oily mixtures containing chemicals	Scale and sludge from tank cleaning	Oily bilge water	Sludge from purification of fuel oil	Categories A, B or C		
Type and size of facility. Method of use (where applicable)									
Is notice required? (if yes, give number of hours)									
Frequency of emptying									
Annual capacity									
Amount of waste which should be received									
Amount of waste actually received									
Amount of waste stored by ships for reception in other ports									
Cost of use									

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### Information requirements – to be submitted annually to the MCA

Total Number of vessel movements:

Total Number of vessel movements under the Regulations:

Number of vessel movements reporting that they are retaining waste:

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

### Charging Regime

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

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**Appendix 4: List of Consultees**

- Vertom Cory Shipping
- Denholm Wilhelmsen Agency Forth GAC Shipping
- Graypen Shipping
- Kinnes Shipping
- Angus Agencies
- Clarkson Enships
- Seletar Shipping
- Asset Manager Dundee
- Environment and Energy Manager Operations Manager Dundee
- Forth & Tay Navigation Service
- Forth Ports Chief Harbour Master
- Harbour Master Forth & Tay (North)
- Harbour Master Forth & Tay (South)
- MCA
- Purchasing manager
- Engineering Manager Dundee
- Animal Plant and Health Agency

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## Appendix 5: 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 Dundee 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 ship-owners.

The Consultees listed in Appendix 2 were sent a copy of the new plan by mail on 4th September 2008 and invited to revert to Forth Ports with any comments by 12th September 2008

### 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 22<sup>nd</sup> November 2011.

### 2018 Edition

APAH and MCA raised some minor compliance changes to bring the port in line with updated legislation.

### 2022 Edition

Changes made in line with current port waste handling practice and charging regime as well updated contacts

### 2024 Update

Changes relating to being outside the EU, charging as well as post holders within the organisation

### 2026 Edition

Changes relating to charges for 2026 and volumes over the previous five years

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