

Port Waste Management Plan

Port of Grangemouth

Forth Ports Limited



FORTH PORTS
GRANGEMOUTH

Approved by the MCA on 10th August 2021 until 4th August 2024
(MCA paused approval process for a period of 2 years as of 12/06/2024)

May 2021

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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 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.

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 two jetties owned and operated by Petroineos, three jetties owned and operated by INEOS; one LPG berth operated by INEOS FPS; 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 Exolum Grangemouth for the import of oil products, sulphuric acid and other chemicals and other users for liquid bulks where appropriate.
- Grange Dock is the main dry cargo working area. There are container handling berths on the South Quay, with the North Quay and North side of the Tongue 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 duty harbour master call sign "Grangemouth locks" (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. In the event of a release escaping into the docks or 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 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

Upon formal approval by the MCA, this Plan will undergo periodic review and regular monitoring for updates. Any proposed changes will undergo a consultation process before implementation.

The Plan is valid for 3 years from the MCA's approval date. It will be resubmitted in its entirety for re-approval after this period or if significant changes in the port are anticipated to impact waste volumes or types received. As of 6th June 2024 the MCA has paused the approval process for Port Waste Management Plans for a period of 2 years.

The Harbour Master holds responsibility for approving Plan revisions. All revisions will undergo formal approval by the MCA before incorporation into the Manual. Once approved, updates will be disseminated to all Plan holders listed in the distribution list.

DISTRIBUTION LIST - INTERNAL

	COPY NUMBER
Senior Harbour Master	ORIGINAL
Asset Manager Grangemouth	01
Senior Operations Manager	02
Marine Manager - Grangemouth	03
Port Engineer	04
Group Health, Safety & Environment Manager	05
Senior Purchasing Manager	06

DISTRIBUTION LIST - EXTERNAL

	COPY NUMBER
MCA	07
Waste Contractor	08
Ship 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	2.2	8	Update to charges	DHM
	2.3	8	Update to address	DHM
	2.4	9	New section added – Ship Non Compliance	DHM
	2.5	9	New section - Procedures for waste exemptions	DHM
	2.7	10	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	15	List of approved contractors updated	DHM
May 2021	2.1	7/8	Use of approved contractors clarified	DHM
Jan 26	1.2	3	Update to Grangemouth Port Information	MM
		6	Updated internal distribution list	MM
	2.0	7	Need for waste reception paragraph updated	MM
	2.1	7/8	Waste reception process updated	MM
	2.2	8	Charges updated	MM
	2.3	9	Procedures for complaints updated	MM
	2.7	10/11	Data updated for recent years	MM
	2.8	12	Table 3 updated	MM
	3.0	13	Legislation updated	MM
	3.1	13/14	Job roles and responsibilities updated	MM
	Appendix 2		Contact details/List of approved waste contractors updated	MM
	Appendix 3		List of consultees updated	MM

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.

The Eastern Channel Jetties are busy with tankers which are programmed by INEOS/Petroineos for loading and/or discharging at their jetties, with a number of other tankers using Forth Ports' Common User Jetty (1 North.)

There are a large 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, is currently out of use.

There are three tugs permanently based in the Port of Grangemouth. These tugs berth at their own tug base within the Port and have their own waste facilities and arrangements.

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.

2.1 A detailed description of 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), 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.

The skips within the port are located in pre-determined locations which requires a short walk from some of the working berths to the skip location.

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).

'Only wastes falling into the category of 'International Catering Waste' or 'general waste' (e.g. office waste, paper etc) are covered by this plan

A list of Forth Ports approved contractors can be found in Appendix 2. 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 (normally via their nominated agent) to ensure that the waste contractor they engage has the appropriate SEPA licence to handle and carry the waste they are contracted to remove. Forth Ports

have carried out these checks for our approved suppliers. Such wastes could include but may not be limited 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

2.2 A description of the charging system

All vessels entering the Port of Grangemouth will be automatically charged a flat rate nominal fee (£294.08 in 2026)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/Petroineos 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 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 '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 upon issuing of the port tariff.

2.3 Procedures for reporting inadequacies/Complaints

The Master of a **UK Flagged** ship encountering a lack of waste reception facilities in any of these ports should promptly notify the Asset Manager through their agent. If the issue persists and is not resolved to the Master's satisfaction, the completed form at [Annex C](#) should be submitted to the MCA at the provided address or email.

For foreign flagged ships, the Master should also inform the Asset Manager through their agent. If the problem remains unresolved, the ship should contact their flag state, which will take appropriate action through the IMO.

Additional information can be found on the MCA website (Reference MGN 563 Amendment 2).

All complaints received by Forth Ports Limited will be reviewed and consideration will be given to corrective actions to prevent recurrence along with any necessary revisions to the Waste Management Plan.

The MCA will investigate the Master's report, and if it deems the allegation of inadequate facilities justified, it will address the matter with the Port. Failure of the Port to comply with regulations may result in fines upon conviction.

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.

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 2.

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 port Grangemouth communicate with key stakeholders on a regular basis via the Port Marine Safety Code (PMSC) 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. The email contact group for the PMSC meeting will be used to issue the plan for consultation.

2.7 Type and quantities of all wastes received and handled

Table 1: Number of vessel calls at Port of Grangemouth from 2015 - 2023

Classification	2019	2020	2021	2022	2023	2024	2025
INEOS/Petronieos Terminals	694	559	493	525	444	420	313
Common User Oil Jetty	94	74	89	101	96	99	153
Container Ships	336	304	273	288	294	256	225
Grange Dock & Carron Dock except containers	125	138	142	97	92	61	93
TOTAL	1249	1075	997	1011	926	836	784

Analysis

Table 1 shows that there has been a slight decrease in vessel numbers post 2019 however it should be noted that the average size of vessel has increased. Therefore, total tonnage remains similar. Generally speaking however, vessel numbers are on the decline.

Table 2: Tonnage and types of Waste that was removed from 2012 - 2020

Year	2018	2019	2020	2021	2022	2023	2024	2025
Covered Waste - 'Food'	45.7	55.39	38.8	54.07	43.84	41.16	25.8	28.31
General Waste	411.04	320.97	268.27	351.99	205.18	244.78	285.93	293.87
Total	456.74	376.36	307.07	406.06	249.02	285.94	311.73	322.18

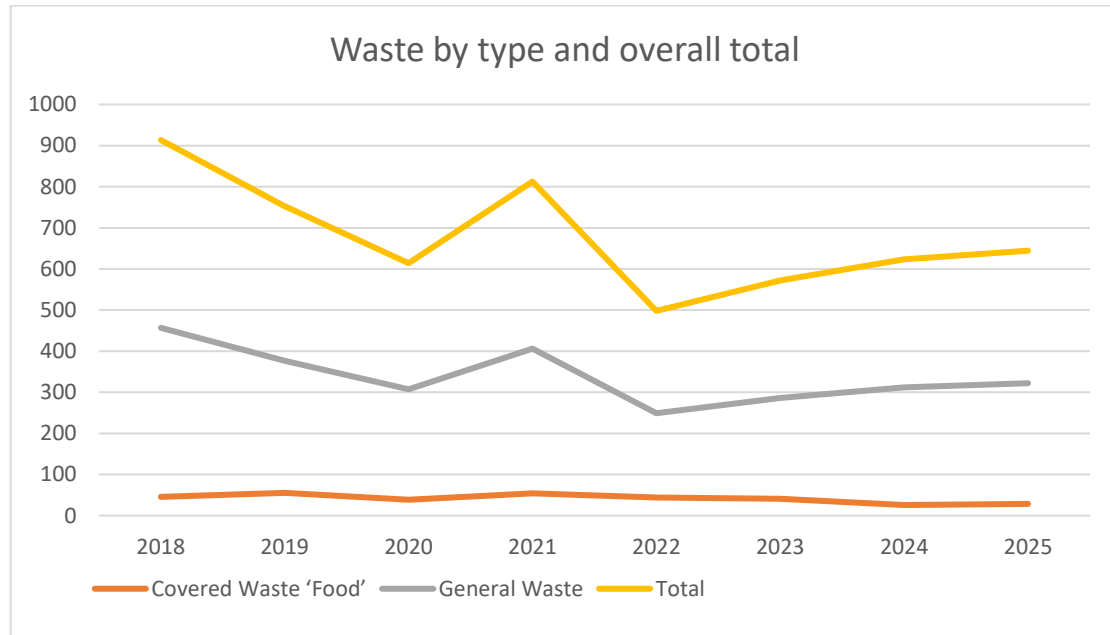


Table 2: Analysis

Table 2 and the graph above show that the landing of food waste has reduced in recent years. This may be attributed to having a reduction in vessel numbers calling the port, vessels generating reduced food waste and increased onboard segregation of waste. General waste has increased over the last two years, returning towards levels seen around 202 but down on pre 2020 levels.

It is considered that the waste management capacity is appropriate for the Port of Grangemouth. This can be revised if there are any substantive changes in the vessel types and/or numbers, and extra skips can be arranged through the waste management contractor at short notice if required. In addition, the frequency of collections can be increased on a temporary basis if an unusually large number of vessels visit the port simultaneously or in quick succession.

2.8 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 (m³)	Port Capacity (m³)
International Food waste	8	6.1	48.8
General waste	14	6.1	85.4
Totals	22	N/A	134.2

Note, when required due to a vessel having large amounts of waste, additional skip(s) can be delivered to the Port at short notice.

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 2 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 Port of Grangemouth

- **The Asset Manager - Grangemouth** 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 Senior Operations Manager Grangemouth** is responsible for the day to day running of the port 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/Marine Manager** 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.
- **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 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, an electronic waste transfer note is presented to operational staff for signature. This is done on a phone/tablet. The Waste Transfer ticket then automatically gets sent to the purchasing department who collate the information for reconciliation against invoicing. The electronic waste transfer ticket is also issued to the Harbour Masters team.

In some cases, a paper Waste transfer ticket will be presented, which will be signed by operational staff and scanned by the waste contractor for sending to the purchasing department and Harbour Masters department.

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.

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)**

Appendix 2: Contact details

Port of Grangemouth/FTNS

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

VHF Channel 14

Duty Harbourmaster: 01324 498584
Asset Manager : 01324 498504

Forth Ports Approved Waste Contractors

Licensed Waste Contractors (as at April 2026)

Foundry Steels (General Waste and Food Waste)
Clyde Street
Grangemouth
FK3 8EU
Tel: 01324 474770

Augean Treatment Ltd (Specialist Uplift)
36 Clark Street
Paisley
PA3 1RB
Tel: 0141 887 5689

AllR Environmental Limited (Specialist Uplift)
7 Central Park Avenue
Larbert
FK5 4RX
Tel: 01259 809885

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

Asset Manager

Senior Operations Manager

Senior Harbour Master

Conservancy Manager

Senior Purchasing Manager

Biomar

Casper Shipping

Cory Shipping

Denholm Wilhelmsen Limited

ED&F Man

Exolum Grangemouth Limited

Forth & Tay Navigation Service

GAC Shipping

GP Shipping

Grangemouth Boatmen

Samskip

MSC

MCA

W. Knight Watson & Co. Ltd.

Appendix 4: Consultation Feedback

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 25 October 2011. Consultees as indicated in annex 2. Any comments to be forwarded by 18 November. No such comments received by non-Forth Ports personnel. Approved by MCA on 22 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 9 May 2018. Consultees as indicated in Appendix 4.

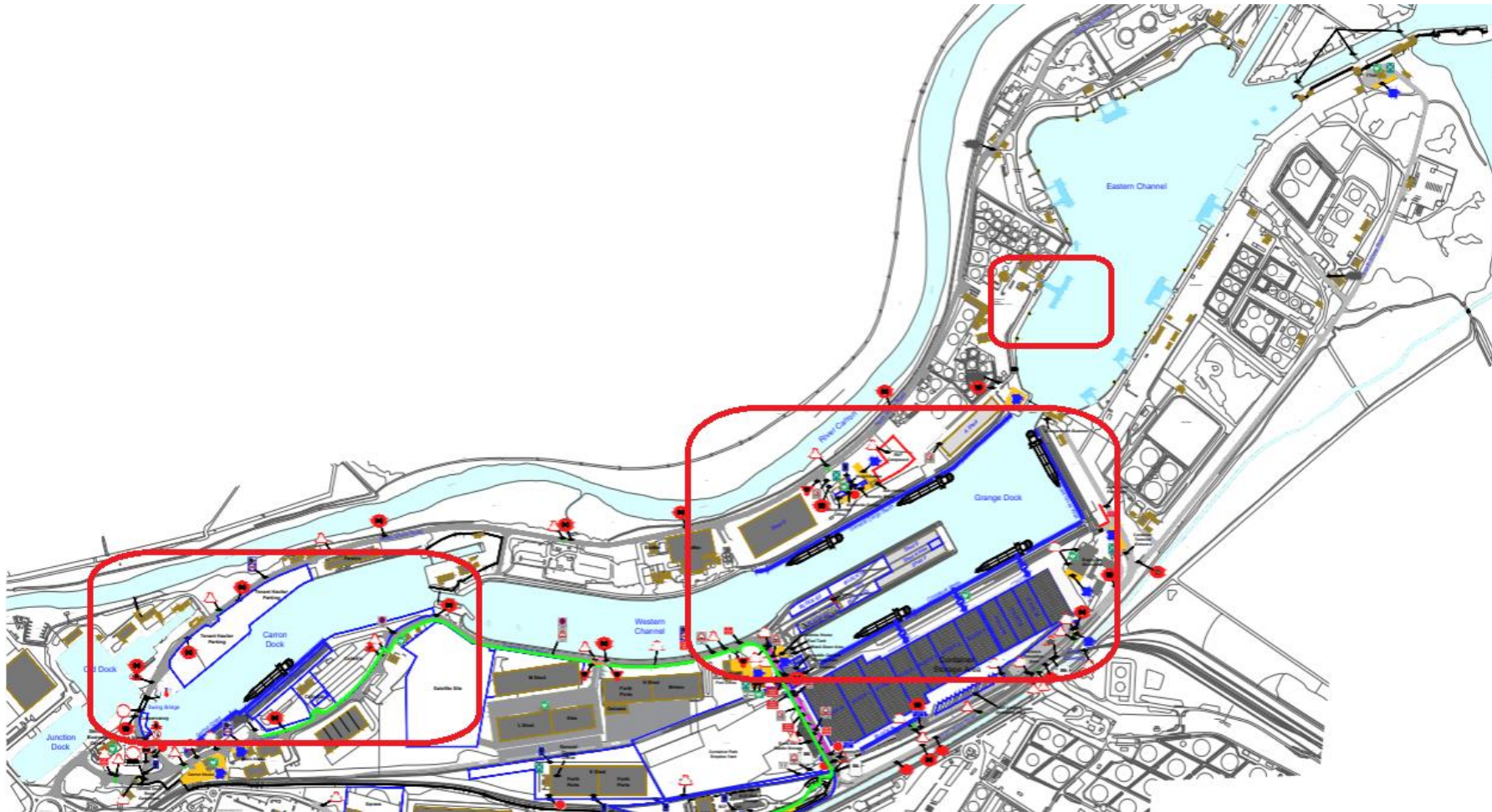
Clerical corrections received and updated such as retired persons details updated. Process updated to incorporate CERS-3 implementation. New information to customers regards pre-arrival information.

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. No such comments were received by the date indicated. However, the use of approved contractors was clarified following comment received on a neighbouring port plan.

Appendix 5: Port Diagram

Berths which are covered by this plan are highlighted in **red**



May 2021