

Port Waste Management Plan

Ports of Rosyth, Burntisland & Kirkcaldy

Forth Ports Limited



CONTROLLED COPY NUMBER:

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)

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1.1 General Introduction and Background

The international maritime community widely acknowledges the necessity of establishing well-planned reception facilities in ports to eliminate any justification for ships resorting to the unacceptable practice of discharging waste at sea. This imperative is stipulated in the International Convention on the Prevention of Pollution by Ships (MARPOL).

1.2 The Ports

Forth Ports Limited serves as the Statutory Harbour Authority for the Firth of Forth, spanning approximately one mile west of the Isle of May to Stirling. Forth Ports Limited owns and operates the Ports of Rosyth, Burntisland, and Kirkcaldy, along with Leith, Grangemouth, and Methil ports in the Forth Estuary, as well as London Container Terminal, Port of Tilbury, Tilbury2, and Dundee.

1.2.1 Rosyth

The Port of Rosyth, depicted in Appendix 5 features a cruise terminal, a link span, a deep-water tidal berth known as the North Wall, and several minor tidal berths. The majority of Rosyth's berths are 'common user,' except for R berth operated by Dalton Metals Recycling . Main commodities handled on the North Wall include aggregates, animal feed, scrap, a variety of North Sea oil-related cargoes, and cargoes associated with the renewables industry. The port hosts numerous large cruise liners and occasional naval vessels annually.

1.2.2 Burntisland

The Port of Burntisland, depicted in Appendix 6, comprises the East and West docks. The East Dock consists of two berths located on the North Wall and is equipped with a single set of mitring dock gates, allowing vessels arriving at High Water to remain afloat as the tide ebbs.

Scot Timber operates adjacent to the East dock, receiving timber products into the port, historically this tenants' operations generated approximately eight to ten ship visits per year; however, vessels have no called for a number of years.

Burntisland's West Dock houses a currently unoccupied construction yard accessed via a single folding gate. The quayside on the East side of the West Dock is operated by Briggs Marine, while the west side is currently untenanted. Briggs Marine exclusively operates their quaysides, with Briggs Marine Contractors basing a number of vessels in Burntisland, undertaking various tasks in the Firth of Forth and beyond.

1.2.3 Kirkcaldy

The Port of Kirkcaldy, depicted in Appendix 7, primarily serves Carrs flour mill with small coastal cargo vessels importing grain, although the Port maintains the capacity to handle other general and bulk cargoes as well. This operation generates approximately forty to fifty ship visits per year.

1.2.4 Environmental Protection

Ships' Masters are required to immediately notify FTNS (VHF CH 71) of any involuntary discharge of oil, oil-based products, or hazardous substances into the dock. Upon receiving this notification, the Forth Ports Oil Spill Contingency Plan, Clearwater Forth, will be activated.

The Firth of Forth has several environmentally sensitive areas of international and national importance as waterfront habitats. Certain areas within the Estuary are designated as RAMSAR and Special Protection Area sites. Various habitats along the Firth of Forth coastline are designated for their nature conservation importance under the Firth of Forth Site of Special Scientific Interest (SSSI).

Given the proximity of the Ports of Rosyth, Burntisland, and Kirkcaldy to these conservation sites, ensuring the highest degree of environmental protection is paramount. Furthermore, any operations that may adversely affect conservation efforts should be minimized as much as practicable.

This objective can be achieved by providing suitable ship shore waste reception facilities with fair pricing to encourage waste disposal at the port.

1.3 Purpose of the Waste Management Plan

The primary aim is to promote the regular disposal of vessel generated waste in an environmentally sustainable and legally compliant manner. Additionally, the plan seeks to customise and enhance existing port waste facilities by analysing and refining them based on user requirements through regular consultation and dialogue.

The plan informs ship personnel about the waste disposal arrangements at each port in accordance with the relevant MARPOL Annexes. It also outlines procedures to ensure that waste reception facilities adequately serve the needs of ships frequenting the port without causing undue delays.

1.4 Scope of the Plan

The Plan pertains to the Ports of Rosyth, Burntisland, and Kirkcaldy. Tenants are responsible for administering their own waste management plans for their facilities in accordance with regulatory requirements. However, vessels servicing their premises are included in this plan's scope unless the tenant company operates its own berth or vessels, as is the case at Burntisland with Briggs.

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
Harbour Master	ORIGINAL
Assistant Marine Manager Rosyth & Dundee	01
Asset Manager Rosyth, Burntisland & Kirkcaldy	02
Operations Department Rosyth, Burntisland & Kirkcaldy	03
Marine Department – FTNS	04
Port Engineer	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
September 2024	Whole document		Full review	AMMRD
March 2026	Section 2 Appendix 3	15	Update to waste numbers Updated list of consultees	AMMRD

2. The need for waste reception facilities

Upon arrival in Rosyth, Burntisland, and Kirkcaldy, vessels have typically been at sea for a considerable duration, stemming mainly from European destinations but occasionally from farther regions. As the industry evolves, the variety of vessels calling may vary.

The ports of Rosyth, Burntisland, and Kirkcaldy are obligated by legislation to provide adequate reception facilities for visiting vessels. Moreover, these facilities play a crucial role in dissuading vessels from disposing of waste overboard while at sea. Such uncontrolled waste disposal practices are no longer acceptable, given the detrimental impact on marine environments and wildlife.

2.1 A detailed description of the waste reception process

Twenty-four hours before arrival at port or no later than departure from the previous port (if the sailing duration is less than 24 hours), the pre-arrival CERS workbook should be submitted to FTNS and the MCA, detailing all on-board waste and intended disposal plans in port. These details are retained by the MCA.

Upon a vessel's anticipated arrival at the Ports of **Rosyth** or **Kirkcaldy**, the Port Operations Department is notified. This department ensures the placement of skips at the designated berth for the arriving vessel. In cases where two vessels share adjacent berths, they may share the facilities. If a vessel fills a skip, additional skips can be requested from the Operations Department through the Operations Department.

Upon a vessel's arrival in **Burntisland** a skip may be requested with 24 hours' notice. The operations department will ensure that the placement of skips at the designated berth vessel arrival. If a vessel fills a skip, additional skips can be requested from the Operations Department through the Operations Department.

The Port's Waste Management Provider supplies two types of waste skips: a covered container marked 'International Catering Waste Only' and an open container for general waste.

Only wastes categorised as 'International Catering Waste' or 'general waste' (e.g., office waste, paper, etc.) are covered by this plan. The Master (or agent) is responsible for ensuring that the waste contractor possesses the necessary license to handle any other or special waste being removed. Such wastes may include oils, oily materials, contaminated materials, chemicals, asbestos, cargo residues, scrap, medical waste, batteries, and sewage.

Appendix 2 provides a list of licensed (Forth Ports approved) contractors. This list may undergo changes over time, and updated versions can be obtained from the purchasing department.

2.2 A description of the charging system

Upon entry into the Ports of Rosyth, Burntisland, and Kirkcaldy, all vessels are subject to an automatic flat rate nominal fee (outlined in Port charges Booklet) for the use of waste reception facilities, irrespective of whether they utilise the provided facilities. This fee is invoiced to the vessel along with other charges. The imposition of this charge aligns with legislation to encourage vessels to utilise the provided facilities and deter waste disposal overboard while at sea or in port.

Lay-up vessels are charged as specified in the Port Charges Booklet, or as agreed upon unless they arrange their own waste facilities while in port. It should be noted that seagoing vessels typically cannot lay-up in Burntisland or Kirkcaldy due to tidal restrictions.

These charges are determined following a review of previous years' costs to make the service as cost neutral as possible. The charge is derived by totalling the costs of waste removal, transport, taxes, disinfection, skip hire, and management time over the preceding years, divided by the number of calling vessels.

The scale of charges is outlined in the relevant Port Charges Booklet, published annually and distributed to all port users. Any interim reassessment of charges due to changes in landfill tax regime or contractor charges is communicated to port users upon issuance of the Charges Booklet.

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.

2.4 Ship Non-Compliance

Any vessels 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.

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 2018 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	2020	2021	2022	2023	2024	2025
Number of Calls	87	108	112	119	114	99
Covered Waste -'Food'	14.68	29.7	66.6	103.4	97.9	77.16
General Waste	23.98	106.9	89.4	68.4	61.4	106.72
Total (m³)	38.66	136.6	156	171.8	159.3	183.88

Rosyth Analysis

Table 1 provides an overview of the increasing ship movements over the past five years, illustrating the growth in the number of cruise ships and the influx of small coasters and larger deep-sea vessels brought by the new CEFETRA contract. Despite this growth, there was a significant drop in waste landed in 2020, likely attributable to the shutdown of the cruise industry. However, the port's waste facilities remain adequate for the current volume of shipping, considering the limited berth space available.

Table 2: Tonnage and Types of Waste Burntisland

	2020	2021	2022	2023	2024	2025
Number of Calls	50	80	36	38	11	41
Covered Waste -'Food'	0.7	0	0	0.7	0	0
General Waste	1.22	5.97	5.37	1.56	3.16	1.56
Total (m³)	1.92	5.97	5.37	2.26	3.16	1.56

Burntisland Analysis

Table 2 shows that the average number of vessels has decreased, primarily due to the decreased activities of Briggs Marine. The majority of vessels calling at the port are handled at private facilities, and many of them are unmanned barges. Based on the data presented, the average vessel disposes of approximately 0.05 tonnes of waste per call.

Given the minimal amount of waste being landed, the existing waste management capacity is considered appropriate for Burntisland over the coming years. This will be revised if there are any substantive changes in the types and/or numbers of vessels.

Table 3: Tonnage and Types of Waste calling at Kirkcaldy

Year	2020	2021	2022	2023	2024	2025
Number of Calls	47	41	43	44	37	38
International Catering Waste	2.18	1.16	3.74	7.7	8.52	2.86
General Waste	N/A	N/A	N/A	N/A	N/A	14.5
Total (m³)	2.18	1.16	3.74	7.7	8.52	2.86

Kirkcaldy Analysis

Table 3 shows that the average number of vessels 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 (m ³)	Port Capacity (m ³)
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.

Considering all the data, the port has the capacity to receive waste from three vessels simultaneously. During peak times, additional skips can be hired from the waste contractor if needed. The port can accommodate international Catering Waste skips for three individual vessels however in practice, these skips would be shared among vessels at the same berth. Notably, when a cruise ship is expected at the Port of Rosyth, additional skips are ordered in advance to ensure the cruise ship's arrival does not affect the port's overall 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 2 Guidance on the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments which includes Annex D "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

- **Asset Manager 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.
- **Operations Supervisors** responsible for the day to day running of the ports including 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. *Ensuring that any difficulties that arise in compliance with this Plan are resolved to the satisfaction of all concerned*
- **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

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 2026)

Forth Ports Approved Waste Contractors

Biffa Waste Management
5 Dalhousie Business Park
Carrington Road
Bonnyrigg
EH193HY
Tel: 07921385684

Foundry Steels
Clyde Street,
GRANGEMOUTH,
FK3 8EU
Tel: 01324 474770 Fax: 01324 666342

Binn Group Ltd
6 Parklands Avenue
Eurocentral, Holytown
North Lanarkshire
ML1 4WQ

Tel: 07710090472

Denholm Environmental Limited
14 Inchyra Road
Grangemouth
FK3 9XB
Tel: 01324 665577 Fax: 01324 666699

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

Tom Muir
Thomas Muir (Haulage) Limited
Randolph Industrial Est.
Kirkcaldy
Fife

KY1 2TXMCA – 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

Asset 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. Updates 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. 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

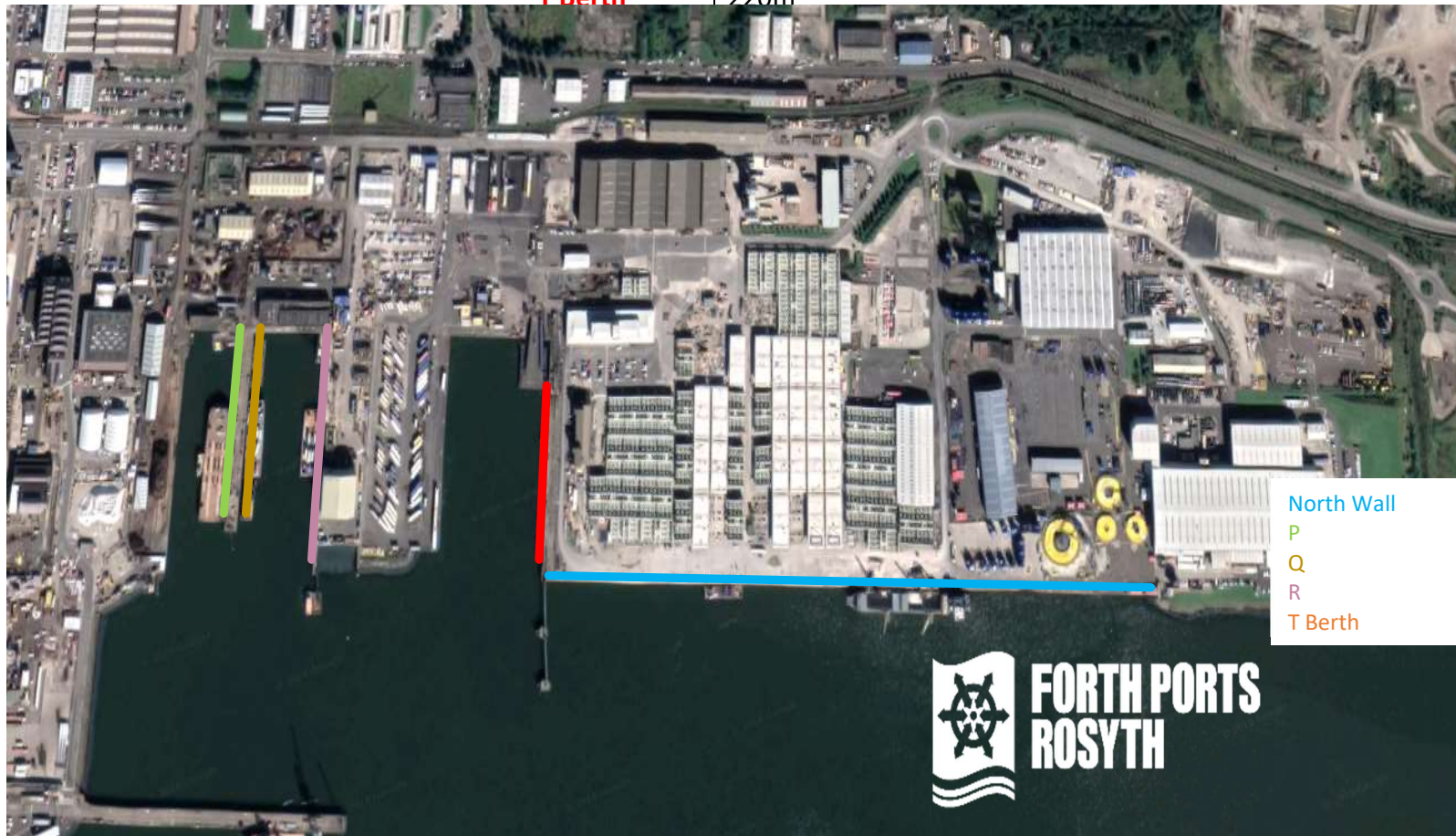
The Consultees listed in Appendix 2 were sent a copy of the new plan by email on 21st April 2021 and invited to revert with any comments by the 5th of May 2021. Consultation feedback was minimal however one shipping agent highlighted that the plan states that only "Forth Ports" approved suppliers may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



Appendix 7: Port Berth Plan – Kirkcaldy



Key:  = International Catering Waste skip

 = working berth