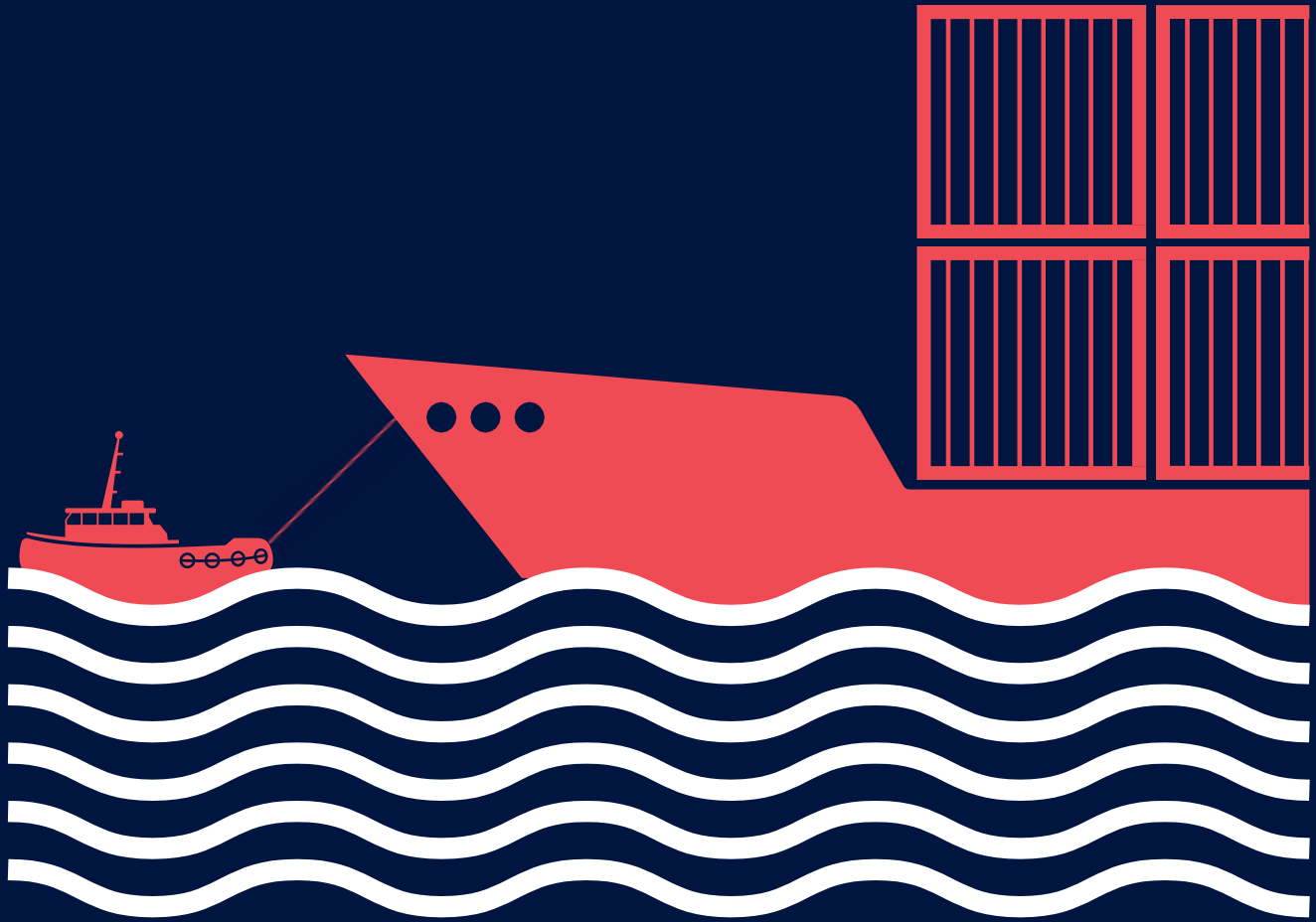


FORTH PORTS

PMSC ANNUAL REVIEW 2025





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ME SWL 4T 10M
2T 14M

SAFETY
VERT

BEWARE
OF LIFE

ABOUT FORTH PORTS



8

Ports on the Forth, Tay & Thames

3rd largest

port group in the UK

Statutory Harbour Authority

Forth & Tay

£1 BILLION

Contributed to the UK economy annually

35,000,000

Tonnes of cargo per annum



£1 BILLION CONTINUALLY INVESTING

in key infrastructure

Key partner: Thames Freeport & Forth Green Freeport



CHIEF H.M. INTRODUCTION

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

The Forth and Dundee Port Authorities aim to undertake and regulate marine operations so as to safeguard the harbours, rivers, river users, the public and the environment. Forth Ports comply with the requirements of the Port Marine Safety Code when carrying out all marine operations as confirmed by the annual audit conducted by our independent Designated Person. In 2025 we saw an updated version of the PMSC, with greater emphasis on Facilities and an expectation for “proportional compliance” with the Code. As part of this process, Forth Ports has written to and visited Marine Facilities on the Forth. This is to offer advice and guidance, along with setting up bridging documents with all identified facilities. Forth Ports were able to confirm compliance with the new code to the Department of Transport at the start of 2026.

2025 saw the completion of our first offshore wind project NNG from our Dundee facility, and the commencement of the Inchcape Offshore wind project from our new outer berth at Leith. This berth was named in honour of our longstanding CEO Charles Hammond who retired in 2024.

Forth Ports took delivery of two new Pilot vessels in 2025, one for the Forth which continued our tradition of naming vessels after big cats with the “Forth Cheetah” and in Dundee the “Tay Discovery” was named reflecting on Scott of the Antarctic vessel Discovery and its connection with Dundee. We were also delighted to be able to name the “Tay Discovery” from the deck of the current “RRS Discovery” in the Port of Dundee.

In 2025 we continued with our stakeholder engagements. This involved briefings on the new version of the Ports and Marine facilities Safety Code (PMSC). We are hoping to continue with these and additional sessions this year. 2025 also saw Forth Ports Marine being involved in a number of charity events such as the Dragon Boat race supporting local charities.

Forth Ports Marine also supported environmental initiatives on the Forth throughout 2025 such as Oyster rewilding and will continue to engage with stakeholders throughout 2026.

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

Alan McPherson

Chief Harbour Master
Forth Ports Limited





VESSEL ACTIVITY

Forth

In 2025, there were a total of 1932 vessel calls, up 1% on previous year. Average length and DWT reduced, mainly driven by reduced Hound Point traffic. Busiest port continued to be Grangemouth with 37% of all traffic destined for this port.

Tay

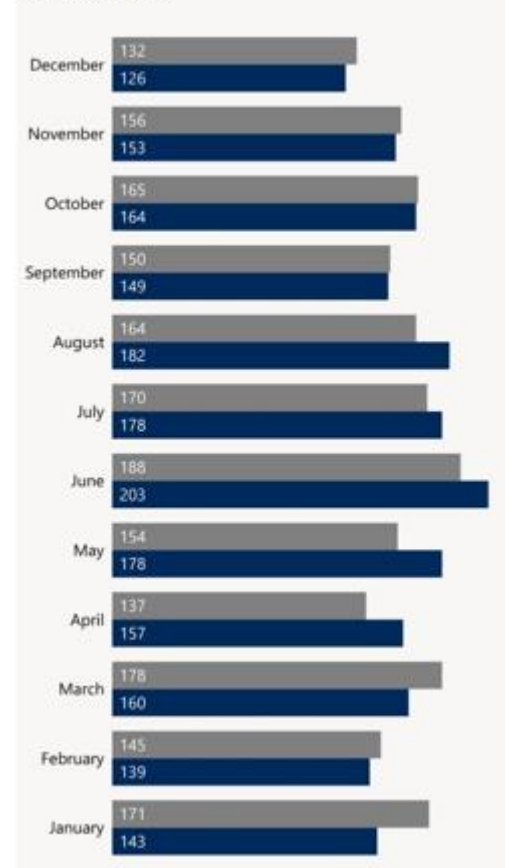
In 2025 there were 122 vessel calls with a total DWT 383K tonnes. Average LOA was 92m down from 104m.

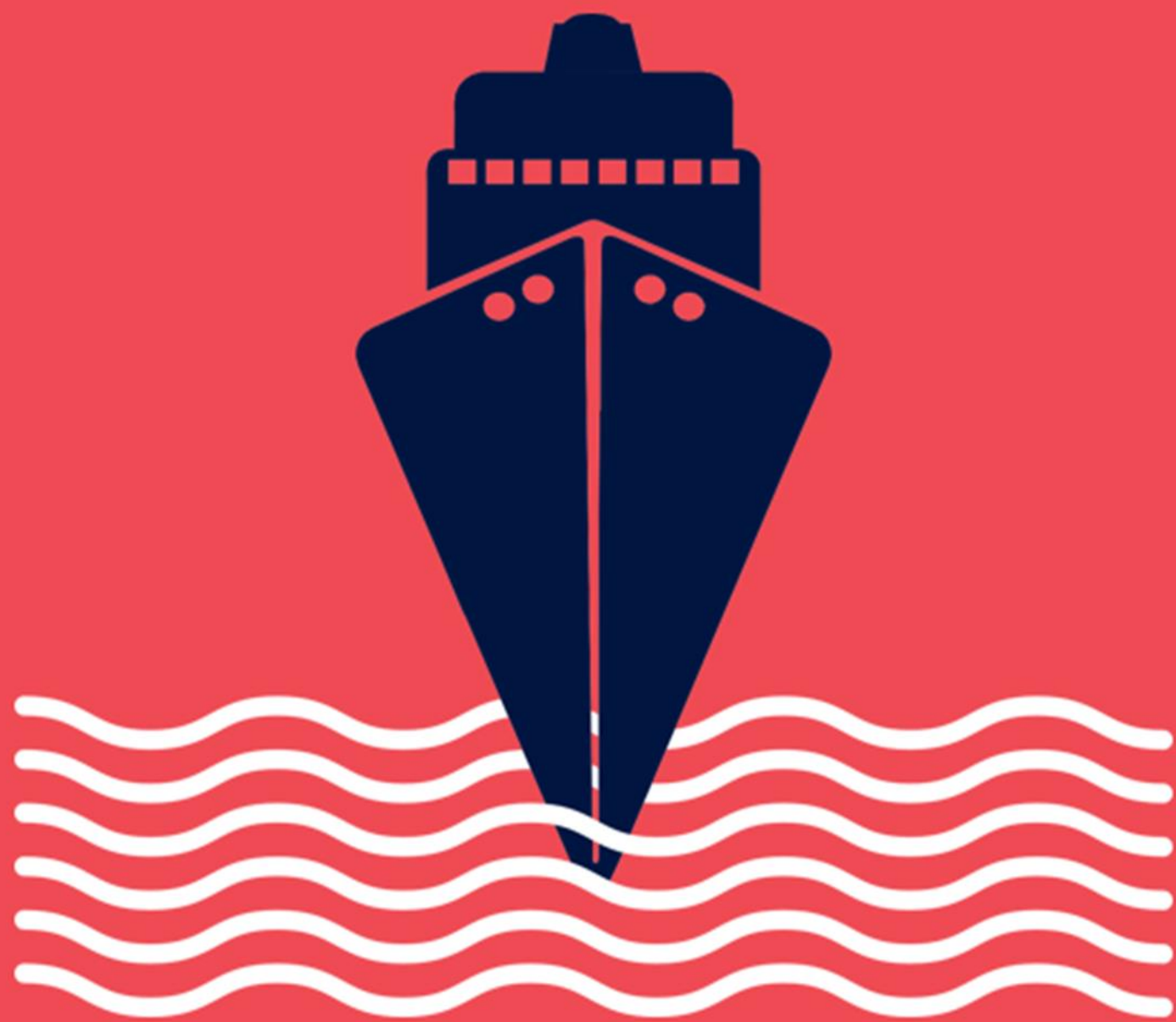
Towage

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

Vessel Arrivals By Year & Month

Year 2024 2025





PILOTAGE

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

Forth

Pilotage on the Firth of Forth is provided by the Association of Forth Pilots. In total, there are 22 pilots authorised on the Forth.

A total of 3136 acts of pilotage were carried out in 2025, 12% down on 2024.

There were no PEC certificates issued or used in 2025.

Regular meetings of the Senior Pilotage Committee and the Pilotage committee were carried out in 2025, with Pilots also attending the relevant PMSC meetings as required.

A formal procedure is in place to ensure pilots maintain their expertise, this includes not only an Authorisation re-validation process but also an annual review of the number of individual pilotage acts completed at each location, training, incidents and overall performance. In addition, simulator training continued throughout 2025 at the Marine Simulation centre at South Tyneside College.

The Association of Forth Pilots maintained their accreditation to the ISPO standard in 2025.

Tay

Pilotage on the river Tay is provided by the Dundee Pilots Ltd. In 2025, a total of 387 acts were carried out, a decrease of 3%.

Numbers remained at 4, including 1 Port employed pilot.

There were no PEC certificates issued or used in Dundee.

Regular meetings with Dundee Pilots were carried out in 2025, with Pilots also attending the relevant PMSC meetings as required.





MARINE DEPARTMENT

Forth and Tay Navigational Service (FTNS)

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

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

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

Stakeholder engagement

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

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

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





CONSERVANCY

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

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

Dredging

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

A total of 84.5 days were utilised by the trailer suction dredger and 135 days for backhoe dredging in areas that fall under the responsibility of Forth Ports, with a total of 1,161,540 m³ being dredged. Forth Sentinel carried out ploughing operations on the Forth throughout 2025 supporting our dredge programme.

Hydrographic Surveying

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

Aids to Navigation

Forth Ports is responsible for 160 Navigation Aids on the Forth and Tay. The maintenance of Aids to Navigation was conducted under contract by Briggs Marine who follow a routine maintenance programme as well as responding to emergency call outs.





MARINE REPORTS

Incidents

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

A total of 60 marine incidents were recorded in 2025. This was 16 less than were reported in 2024. Near misses reports from 79% to 77%.

The most common cause was as a result of a Mechanical or Technical failure, which accounted for 33% of all incidents recorded, down from 44%. Whilst still high, it was pleasing to see this number reduce.

The next highest cause was failure of Seamanship, which accounted for 30% of incidents. This was an increase on the previous year by 7%. All other incidents were as a result of failures to follow procedures or regulations, weather and failure of communications.

Pollution reports

2025 saw the same number but reduced severity of pollution incidents reported.

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

Exercises

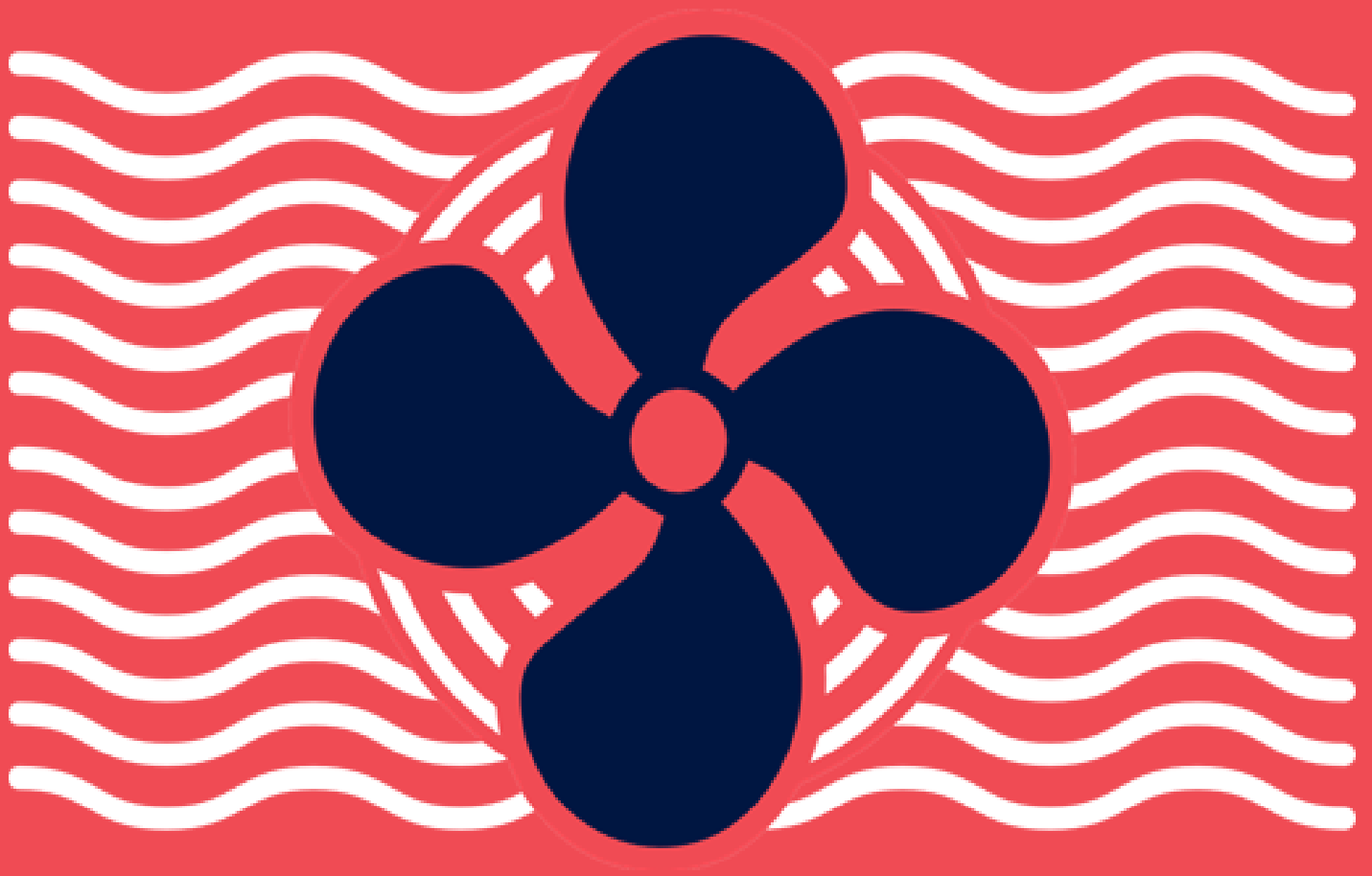
Exercising our oil spill and emergency plans is key to ensuring a rapid and effective response should the real thing arise. On the Forth this is Clearwater Forth and Emergency Forth. In Dundee it is Dundee Oil Spill and Emergency Tay exercises.

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

In 2025, the Clearwater Forth multi agency oil pollution exercise was held in September. This involved a number of external stakeholders and partners and included practical exercising along with the staffing of the Marine Emergency Centre (MEC in Grangemouth. In Dundee, an Emergency Tay live exercises were held in November including the Dundee OPRC.

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





OUTLOOK FOR 2026

Marine Safety Plan

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

The plan will:

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

The Marine Safety Plan for Forth Ports Scotland was updated in 2026 and is due for review in January 2029.

Long-term planning

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

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

Changes made so far have included setting up a dedicated Marine Compliance and Marine Systems sections. With Marine Compliance, we now have a dedicated resource for engaging with stakeholders on the new PMSC. With Marine Systems, we have seen the introduction of a new Vessel management system and are presently working on updates to our VTS.

We are also engaging with Academia on a number of projects supporting the environment and looking at implementing new technology where applicable on the Forth with the ultimate aim of improving safety and efficiency.



