

POLICY NOTE

DRAFT : THE ROSYTH INTERNATIONAL CONTAINER TERMINAL (HARBOUR REVISION) ORDER 2013

1. The above instrument is to be made in exercise of the powers conferred by section 14 of the Harbours Act 1964 (“the 1964 Act”) and is subject to affirmative resolution procedure.

Policy Objectives

2. The purpose of this Order is to enable the construction, operation and maintenance of an international container terminal within the existing harbour operated by Port Babcock at Rosyth and to modify the existing harbour limits.
3. The importance of this project has been recognised in The National Planning Framework 2 published in June 2009 which recognises fourteen projects as being of national significance, among them additional container freight capacity on the Forth. That designation encompasses the construction of the new facility, as provided within this Order.
4. The works provisions contained in the Order specify the infrastructure considered necessary for the operation of a modern container facility and permit the dredging of a new approach channel.
5. Following the public local inquiry into the objections received from Scottish Natural Heritage, Forth Ports, the Royal Society for the Protection of Birds and residents of the villages to the west of the proposed development, modifications were made to the Order to mitigate the impacts of the works on both the community and protected habitats and species.

Consultation

6. Public consultation was undertaken on the draft Order and Environmental Statement and additional environmental information as specified within Schedule 3 to the 1964 Act. Seventy five objections were received and a public inquiry was held to examine these objections. In accordance with the recommendations of the report of the inquiry, modifications to the Order were made to strengthen mitigation of the impacts of the project and to ensure that works were not commenced prior to the issue under Part 4 of the Marine (Scotland) Act 2010 of a marine licence for dredging works.

Financial Effects

7. There are no financial effects on the Scottish Government from this Order. No Regulatory Impact Assessment has therefore been carried out in respect of this Order

Aviation, Maritime, Freight and Canals Directorate
Transport Scotland
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