

Reservation of berths for cruise ships on quays in Copenhagen managed by CMP

CMP currently manages the following quay stretches for cruise ship calls:

Nordre Toldbod.

Approximately 200 metres of quay. There is space for one ship with a maximum draught of 6 metres.

Langelinie.

Approximately 700 metres of quay. There is space for from two to five ships, depending on their length and draught. The water depth at the southern end is 9.1 metres. The northernmost 345 metres of quay (from bollard no. 32 and northwards) has a water depth of 10 metres.

Freeport.

- *Sundkaj* (quay 245). Approximately 270 metres of quay with a water depth of 9.5 metres. There is space for one ship.
- *Orientkaj* (quay 250 – 254). Approximately 520 metres of quay with a water depth of 9.5 metres. There is normally space for one ship, and exceptionally two ships, depending on their length.
- *Fortkaj* (quay 242-243). Approximately 210 metres of quay with a dept of 9.5 metres. To be used in exceptional cases. There is space for one ship.

Reserving berths

Berths may be reserved for cruise ships up to two calendar years in advance.

When CMP receives a reservation request, a check is first made of whether there is room for the ship on the requested dates at one of the quays managed by CMP. If space is available, confirmation is sent to the shipping company's representative that space has been reserved in Copenhagen for the stated call(s). If space is not available, the ship is placed on a waiting list, and the ship's representative is requested to try to alter the ship's schedule.

If the call is a "turnaround" call, it is possible, on a first come, first served basis, to reserve space at Nordre Toldbod and in the Freeport. In such cases, the ship's broker requests a reservation when notifying the call, and will receive a confirmation if space is available. During the final planning before the cruise season concerned the ship's broker is informed about the exact berth offered for the call.

Detailed planning

The upcoming cruise season is planned in detail every year in December. The following parameters are taken into account in the planning:

- A number of ships are defined as *noisy*. Along Langelinie, these are placed as far north as possible.
- The ship's *draught*. This has a bearing on whether the ship may be located at the northern or the southern end of Langelinie quay, and whether it can be located at an alternative berth.
- In order to avoid imposing *unnecessary tug expenses* on the ship, ships berthing on Langelinie quay are located as far as possible in the sequence in which they arrive, starting at the southern end.
- Ships remaining in the port *overnight* are located so as to allow space for the ships that are arriving the next day, or during the following days.
- Ships are located in such a way as to satisfy *as many wishes as possible* with regard to berth location, while at the same time allowing as many vessels as possible to berth at the available quay spaces.
- All ships are given a *notification number*. This number is included as a parameter in the location of the ship.
- If a ship already confirmed is *substituted* by another ship, this is to be regarded as a new reservation request.

During the detailed planning, close contact is maintained with those brokers or agents who have expressed special wishes regarding berth location. The broker or agent is contacted by phone and alternative possibilities are discussed.

When all cruise ships have been assigned berths, the proposed locations are forwarded to the relevant brokers/agents. If a broker/agent has a different proposal relating solely to the ship(s) that the broker or agent represents, and which do not affect the location of other ships, the proposed location may be changed. If there are specific wishes which affect other ships, the relevant broker/agent is asked to contact the representatives of the affected ships directly.

When berth positions of all cruise ships in the Freeport are completed, all ship owners will receive final confirmation via their respective agents.

However, after 31st March the year concerned, any relocation from the Freeport to another berth in the port shall only be accepted provided that the ship owner agrees to cover all prefunded costs that CMP might have had such as renting of terminal, equipments etc as well as payment for planned stevedoring in connection with ship handling.

It is not unusual for a cruise ship to change its broker/agent in the period of time between the notification of the call and the date it actually arrives in the port. This has no bearing on the location of the ship.

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