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CMP 360° (news in brief)

Full speed ahead on construction work

Major digging work is a sign of progress on CMP's new port facilities in Norra hamnen

The current stage of the work in Norra hamnen will be familiar to those who have spent weekends doing DIY or painting their homes – it is the preparation that takes the most time.

"Preparing the ground is a very large part of the project," says Leif Nordholm, construction manager for CMP in Malmö. "Asphalting it later on takes far less time and will be done in the second half of 2010."

Landpac, a Scottish sub-contractor to the building contractor Skanska, is compressing soil so that it will be able to cope with heavy traffic, lifting machines and full containers and trailers. The special machine used for this task "packs" earth together and measures its load-carrying capacity. The new facility will be built on landfill, which means that it may be necessary to remove aqueous clay and replace it with a more sustainable underlay.

"Sustainability is a key factor in this project, and this is precisely where we might get surprises – both positive and negative," Nordholm says.

On the seaward side, as of 31 May 2009, 125,000 m³ of materials have been dredged up at the future ferry terminal. This means that, after the summer, the contractor can start to lay the foundations for the 1,000-metre quay. Dredging is continuing at the moment by the container berth and at the Heidelberg Cement quay, and will recommence at the ro-ro facility on 1 October 2009. Overall, the project is expected to dredge up 500,000 m³.

New docks for ferries

Towards the end of the project, around New Year 2010/11, the ferries to Germany, which will be based in Norra hamnen, will test the sailing area. One of the last tasks will be to erect the crane for the container terminal. Once it has been installed, container traffic will be ready to move there at a few days' notice.

The building element of the project is limited and is currently at the planning stage. One structure will house CMP's gate control and ticketing for the ferries to Germany. CMP will also have its own separate two-storey staff building and 1,000 m² of space.

"The contractor has about 70 men on the job at the moment, but there will be around 125 when the project hits its peak," Nordholm adds. "Norra hamnen is without doubt one of the Malmö region's biggest construction projects, and it is very exciting to be involved."

Relocation provides more space for cars

When the Container Terminal and Germany ferries move to Norra hamnen, CMP will have more space available for car handling

"Right now, car sales have dropped substantially, and so, of course, has our turnover of cars," says Bart Steijaert, CMP's car manager. "However, things may look very different in a couple of years, and then we will have the space to cater to existing or new customers. In fact, we have just received our first enquiries, which shows that there is an interest in the market, despite the current economic climate."

CMP will have 200,000 square meters of new space available for car handling, which corresponds to 20–25 full-size football pitches. 160,000 square metres are associated with the relocation of the Container Terminal to Norra hamnen, while 40,000 are the result of landfill in the Freeport Basin a couple of years ago. The Freeport space can be used from next year, the rest from 2011.

Room for 4–5 car ships

The huge development space is located where ferries to Germany currently park their trailers. Two feeder vessels will be able to dock here, while ocean-going car ships will dock at Frihamnen. In total, the new areas will have enough space for 4–5 car ships.

"The new areas can be established quite quickly," says Steijaert. "There is no need for large investments in ramps, and much of the space is already asphalted. These areas are very well suited to, for example, a transit terminal for cars to Russia, but they could also be used for general car imports."

"For CMP, the most important thing is that we are able to develop our car business. We know from experience that having plenty of land near the quay is hugely important to the car industry."

Cruise-ship terminal: A step closer

Danish authorities expect cruise terminal to be ready in spring 2012

The City of Copenhagen and the Danish Coastal Authority are currently conducting public hearings on the environmental evaluation of a new cruise terminal in Copenhagen's Nordhavnsgade. The consultation process will conclude in August 2009. The local authority is also holding hearings on a draft amendment to the local plan for the area. Meanwhile, the Ministry of the Environment's Agency for Spatial and Environmental Planning is holding consultations about the required change to the designated usage of the zone.

Generally speaking, the authorities seem to agree that, in many ways, the project is merely an existing activity that is moving to a more suitable area. The impact on the environment is not sufficient to prevent the implementation of the project, and the zoning issue only pertains to 4–5 hectares of land. It is also felt that a new cruise terminal will be "beneficial to tourism and the entire Capital Region," and that it would allow Copenhagen to "underline its position as a centre for cruise tourism in Scandinavia." The Agency for Spatial and Environmental Planning thinks that a cruise terminal would have significant economic and commercial importance for the whole country.

The hearings concern a terminal with a 1,100-metre quay that is capable of servicing 3–4 cruise ships at a time. It will mainly serve cruise ships that are switching passengers and crew and taking on supplies. The terminal will also include areas for buses and taxis, security, and waiting areas for passengers and luggage.

A new road will be built to the terminal area, which will be fenced off during the cruise season. The public will, however, be able to see inside from special vantage points.

Good conditions

Politicians and officials think construction may be able to start in autumn 2010, which means that the terminal would be ready for the 2012 season.

"Quay capacity is a key factor for our customers and for us," says Arnt Møller Pedersen, cruise manager at CMP. "It is extremely positive that there is so much support for a cruise terminal in Nordhavnen. The new terminal will be a key factor in continuing to develop Copenhagen as a cruise destination."

"The new cruise-ship quay can be built in such a way that it is entirely dedicated to passenger traffic and turnarounds," says Pedersen. "Passengers' arrival at this modern terminal, and therefore in Copenhagen, will be a more positive experience. Consider the boost the Oslo boats received when they moved to their new terminal – conditions at the terminal are part of the guests' first impressions of the city."

Further information: City of Copenhagen (www.blivhoert.kk.dk) and the Agency for Spatial and Environmental Planning (www.blst.dk).

Major construction projects provide jobs on the docks

Building components from Latvia unloaded in Malmö

Major building projects continue in Malmö, which means that large project cargoes regularly pass through CMP. Four ships recently unloaded pre-cast concrete elements for two major car parks, and two more ships carrying similar loads are not far behind.

One of the car parks will be by Swedbank Stadion – the new Malmö football stadium – which opens in April. The four-story unit offers 440 parking places and is due to be ready in August 2009. A 400-space car park is also being built at Västra hamnen, the new residential area on the Malmö waterfront. NCC is the contractor for the stadium project, and PEAB for Västra hamnen. The concrete elements come from a huge factory in Latvia.

CMP works hard at being involved in major building projects in Malmö. Steen & Ström are currently building "Emporia", Scandinavia's largest shopping centre, at Hyllie, close to the Øresund Bridge. The project is due to be completed in 2011/12. Not far away, in Svågertorp, IKEA has embarked upon what is to become the firm's largest department store in Scandinavia.

Heavy lifting

The pre-cast concrete elements for the building projects are often 12–15 metres long and weigh up to 20 tons.

"We have the necessary equipment and the people who can do the work – usually in our Logistics Department," says Anders Madsen, ro-ro and logistics manager at CMP. "This is an interesting task, exactly the sort of work we like. Typically, it takes a full day to unload a ship carrying pre-cast concrete elements. We then handle their transport from the quayside, bearing in mind that the customer may need to receive them in a specific order."

CMP regularly processes various project cargoes – especially wind turbine towers – for EWP Windtower Production, which produces towers at the former shipyard Kockums.

Growth and investment

The new CEO of CMP starts out with a SEK 1.5 billion investment programme and an ambition to capture new market share

New terminals, new port facilities and greater turnover across the quays are just some of the goals set by 46-year-old Johan Röstin since he was appointed CEO of CMP on 6 April 2009.

In late 2010, large, new areas for dry bulk will be deployed at Prøvestenen in Copenhagen. The following year, three new terminals (ferry, container and combi-) will come on stream in Malmö. A new cruise terminal will open in Copenhagen in spring 2012.

The new boss not only has the ribbon-cutting ceremonies for these facilities in his diary – but also the massive amount of work that precedes them.

The customers are there

CMP's three biggest plant investment projects will cost a total of around SEK 1.5 billion. Despite the current economic climate, which has had a significant impact upon CMP, Johan Röstin is convinced that the time is right to launch these projects.

"It is clear that the CMP, as well as the rest of the transport and logistics industry, is in a difficult economic situation. However, we confidently expect the new areas at Prøvestenen to be leased out right from the start. The cruise-ship terminal in Copenhagen is necessary if we are to maintain and develop our activities. The infrastructure must be in place to make the most of the market opportunities."

Norra hamnen in Malmö, on the other hand, is simply a matter of relocation:

"Our aim is to attract more container and ferry traffic when the terminals open. My ambition is to gain market share and generate substantial growth for CMP. In this context, the Norra hamnen project creates opportunities that don't exist at present. It allows us to interact with new distribution companies, to meet them on their doorsteps and offer trans-shipment between sea, rail and road. Norra hamnen's infrastructure and location will be hard to beat."

"A side-effect of the North hamnen project is that there will also be more room to process cars," says Röstin. "We have updated our facilities, allowing us to reap the benefits of economies of scale when manufacturers distribute their cars in huge numbers."

Think ahead

The saying "After the rain comes..." fits snugly into the new CEO's thinking about investment:

"We mustn't let ourselves be paralysed by the current economic climate. The economy goes up and down – that's the way it has always been in the transport industry," says Röstin, who should know. He comes to CMP from the transport and logistics company Schenker, and previously worked for

SAS Cargo. "Our production facilities, for example, the navigation channel and new quays, require long-term commitment and robust finances, and CMP has both. One of our great strengths is that the owners understand that we must invest today in order to remain strong in the market of tomorrow."

Röstin thinks that CMP's primary mission is to serve customers in the Øresund Region, but that the Baltic Region is also a natural arena for its activities. CMP already enjoys a strong profile in the region in terms of car distribution, cruise-ship turnarounds and trans-shipments of oil.

Environment and information

Röstin is not only concerned with the big construction projects. He is also proud that CMP was awarded an environment prize in Gothenburg in May. This is entirely in line with his ambition to change the image of port and transport operations as noisy and polluting.

"Even as a student I could clearly see that a well organised, modern society cannot possibly function without transport companies. But we also have an obligation to provide our services in a responsible, acceptable manner. We must engage in dialogue with the rest of society, and we must be environmentally aware – for the sake of the planet, our own wallets and the image of the transport industry," the new CEO concludes.

Another of Röstin's key themes is communication – one of his first initiatives has been to revamp the CMP website. The new version will be launched this summer. It is designed to improve dialogue with customers and other stakeholders.

Leasing out has started

CMP expects to lease out new areas of Prøvestenen by the end of the year

Torben Mittag, commercial manager for CMP's bulk activities, is an optimist. He foresees that by the end of the year – regardless of the current economic climate – a handful of leases will have been signed on the new 18-hectare dry bulk area that will be available at Prøvestenen from 2010/11.

"First and foremost, we target bulk companies with turnover over the quay," he says. "Prøvestenen has the right combination of water depth, quay conditions and hinterland, so it doesn't really make sense to lease the space to bulk companies that don't need calls by cargo ships."

Åke Åkesson, the head of CMP's bulk activities, points out that the land will be ideal for the transit of bulk to the Baltic Sea Region. On the Swedish side, CMP already operates a transit warehouse for petroleum coke.

"It is relatively easy to envisage bulk items being transferred from large ships to a central warehouse and then onwards to the Baltic Region in smaller ships. We are very familiar with this model," he points out.

The land at Prøvestenen will be ready for use in 2010. Connecting roads have to be built and water and electricity supplies installed to the individual units for lease.

CMP 360°

Environment prize to CMP

On 27 May, CMP received the award for "Environmental Effort of the Year" at the Logistics & Transport fair in Gothenburg. The jury referred to CMP's reduced consumption of diesel and its 20% reduction in pollution levels in 2008. The prize was awarded by the magazines "Transport iDag" (Transportation Today) and "Logistik idag" (Logistics Today). The lower diesel consumption reflects, inter alia, the employees' attendance of "eco-driving" courses, which show drivers how to improve fuel efficiency through, for example, avoiding unnecessary acceleration. CMP has also reduced air pollution from its machinery by installing particle filters and by replacing some of the older machines with new, more environmentally friendly models.

Board reshuffle

Director and former Danish Minister of Energy and Transport Flemming Hansen took over the post of chairperson at CMP's general meeting in April. He replaces Director Bengt Madsen, who continues as vice-chair. Hansen has served as vice-chair since he joined the CMP Board in 2008. Bengt Madsen has served on the Board since CMP was formed in 2001.

Brick and concrete company sets up

S:T Eriks, which merged with Nodform a few months ago, has now opened two stores at CMP in Malmö. The facility in Frihamnen will store kerbstones, which are imported as container cargo. The second facility, in SwedeHarbour, will store cobblestones from Portugal, which are handled as

ordinary bulk. S:T Eriks' aim is to establish its concrete and natural stone products across the entire Nordic Region. The company employs approximately 400 people in Sweden.

New loading arms in use at Prøvestenen

CMP now has four new loading arms at Prøvestenen, which ensure a high degree of safety when handling products between vessels and depot. The arms follow the ships' movements, and the automatic dispenser closes if anything goes wrong on the ship or on land. Two loading arms are mounted on the Ocean Pier, and the two newest are on Quay 840. The project is the result of a collaboration with the oil companies Samtank and Oiltanking, both of which invested in new pipelines.

New chairperson for cruise partnership

Ole Andersen, sales and marketing manager at Wonderful Copenhagen, is the new chairperson of Cruise Copenhagen Network (CCN), which brings together the Copenhagen cruise industry. He replaces Per Schmidt, former cruise manager at CMP. Arnt Møller Pedersen, who became the new Cruise-ship Manager at CMP at the start of the year, has joined the board of CCN.