

NEWS

THEME Quality and safety

Autumn – high season for grain

MSC increases in Copenhagen

CMP at Expo 2010

NEWS FROM COPENHAGEN MALMÖ PORT ● No 4 2010

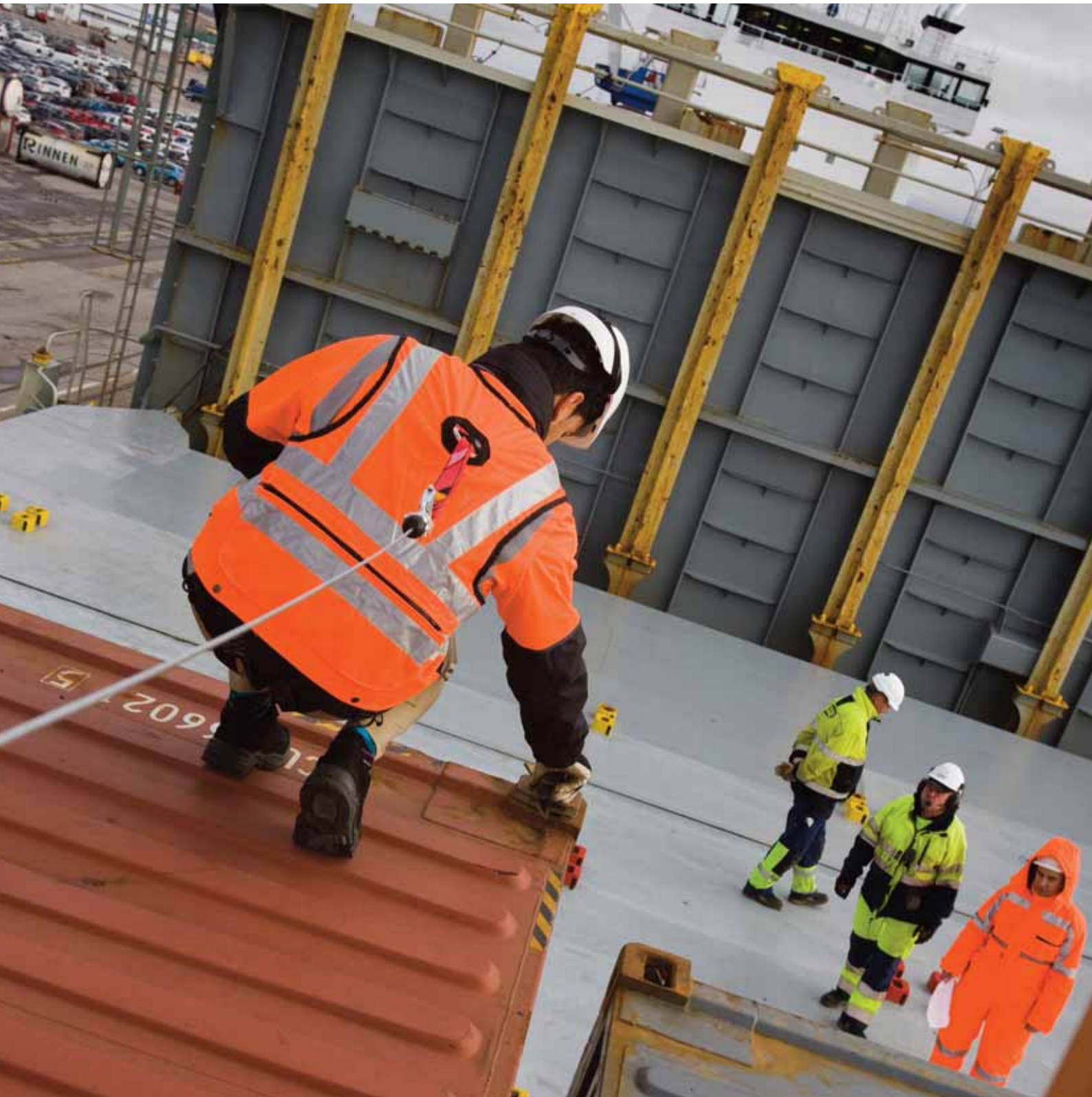




PHOTO: DENNIS ROSENFELDT

High season for grain

In autumn grain transports increase sharply, affecting Lantmännen's operations in Malmö.

Page 3

CMP – a major landlord

In addition to its port and terminal operations, CMP is also a major landlord providing commercial premises and land.

Page 4

New harnesses improve safety

CMP works hard to continually improve occupational health and safety. A good example of this are the new safety harnesses being used in CMP's container business.

Page 5

Quality – in pursuit of constant improvement

CMP works continuously to improve quality in all its business areas, but the concept of quality differs slightly from one area to another.

Page 6

Optimal flows in Norra Hamnen

In Norra Hamnen freight handling and traffic flows need to be carefully planned to ensure the potential of this major investment is fully exploited.

Page 8

MSC grows in Copenhagen

MSC is looking to continue its expansion in Denmark. The container company is now doubling its capacity in Copenhagen.

Page 9

CMP in Shanghai

In October CMP took part in World Expo 2010. The goal was to find new customers and establish further business links with China.

Page 10

News items

Page 11

Profile: Michael Kirk

Working from an office in Prøvestenen, Michael Kirk is responsible for ensuring that operations and maintenance are managed well.

Page 12

Getting it right from the beginning

QUALITY AND SAFETY ARE THE THEMES for the year's last edition of CMP News – two areas where concrete measures have been taken that may not always be visible but where the outcome is all the more evident. For me quality is the art of getting it right from the beginning. This means that you avoid various "retakes," which cost money, cause delays, increase the impact on the environment or have other negative consequences. At CMP we can take pride in the high standard of our quality assurance activities. We suffer comparatively little damage to our freight and are among the top European operators in respect of this quality parameter. But this achievement doesn't mean that we're going to sit back and rest on our laurels. On the contrary, we need to work continuously on new measures and improvements which will help to assure the quality of our services.

CMP IS A LINK IN A LONG freight and logistics chain which comprises a wide range of companies and organisations. Our goal is to never be the weak link in this chain, but rather to become stronger over time. In this edition of the magazine we give several examples of this. We describe our quality assurance activities and what we are doing to ensure that we never lose grip of this crucial issue. Internally, we are also assisted by our "M/S Progress" goal-setting project, under which each department and workplace will now be drawing up a separate action plan for its improvement work.

EQUALLY IMPORTANT IS TO ENSURE A HIGH LEVEL OF SAFETY, in order to effectively protect our people and our goods. An ongoing project concerns our container activities, where new equipment is being deployed to make work easier and further improve safety for our employees. This project is presented in a separate article in the magazine. You can also read about our rental business, which is relatively large and where we are seeking to establish ties with further logistics firms in Copenhagen and Malmö. Last but not least, we also present in this edition some of the customers with which CMP has the privilege of working, including Lantmännen in Malmö as well as the container company MSC. MSC is the world's largest player in its field, and CMP is extremely proud to be working with this global container company.

Happy reading!

Johan Röstin, CEO for CMP

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Intensive harvest season yields

strong returns

August and September are harvest months and a very active period at Lantmännen's grain store in Malmö. The workforce increases by a factor of four as 2,500 vehicles deliver 80,000 tonnes of grain and oil crops to the facility. When Lantmännen's own stores no longer suffice the company rents space in CMP's warehouses.



PHOTO: JOHAN RAMBERG

"IN HIGH SEASON WE HANDLE ABOUT 7,200 tonnes of grain a day. We work in three shifts as the lorries line up on the quay," Björn Andersson, Site Manager at the Grain Terminal in Malmö, says.

"Our own storage capacity is about 55,000 tonnes. Any additional capacity we require is leased from CMP," Lasse Jönsson, Acting Site Manager, says.

We meet on the sixth floor of Hullkajen, where calm is slowly being restored after a hectic harvest season. Björn and Lasse spare some of their time to talk about their work and the journey that the grain takes through the facility.

ALL LORRIES ARRIVING AT HULLKAJEN are weighed and samples are taken for analysis in the company's own laboratory. The grain is then sorted by quality. Some may go for drying prior to cleaning, further sampling and warehousing.

The final stages are sales and delivery, which is done mainly by ship. Each year about 50 ships dock at the quay to take the grain on to Swedish ports and destinations across Europe.

"Ships can carry larger volumes, which is more economical for us as well as being better for the environment," Lasse Jönsson says.

BJÖRN AND LASSE ARE VERY PLEASED with their partnership with CMP, which they think has just got better and better over the years.

"We are working together to make Malmö as attractive a port as possible. What will happen in future is difficult to predict, but we are currently engaged in discussions about building a silo further out in the port," Björn Andersson says.

The high wheat prices in recent months have boosted earnings for Lantmännen. And when prices are high farmers plant more seed, creating a positive feedback loop that benefits the farmers as well as Lantmännen. Among cereals, malt currently faces the most uncertain outlook while demand for rapeseed is growing strongly.

FACTS: Lantmännen

Lantmännen owns six per cent of CMP. The partnership between the two companies goes back to the 1940s when Lantmännen established operations in the port. Nine permanent staff work at the grain terminal in Malmö (Lantmännen Lantbruk). In high season about 40–50 people work intensively during a two-month period. The 110,000 tonnes of grain and oil crops that pass through the facility each year comprise: 50,000 tonnes of malting barley, 40,000 tonnes of wheat and 10,000 tonnes of each of rye and rapeseed.



PHOTO: JOHAN RAMBERG

Premises in a port environment

CMP offers a wide range of rental opportunities on both sides of the Sound.

CMP's rental business lives somewhat of a life of its own within the company. In Malmö this is an extensive operation. CMP itself owns no land; instead, it leases land from the local authority in Malmö and By & Havn in Copenhagen under long leases running until 2035.

View the vacant leases at www.cmport.com

"THE LEASED AREA IS CLEARLY DEFINED, regardless of whether we need it or not. What we do not use for our own activities we need to earn other revenues from, so we rent it out. We rent out both buildings and land," Göran Sjöström, Commercial Manager at CMP, explains.

In Malmö CMP has 133,000 m² of buildings, of which 50,000 m² is available for rent. CMP's rental business also manages 90,000 m² of land. The tenants cover a wide range of companies, from Clearchannel, which only rents advertising signs, and Medborgarskolan, which runs course activities, to hauliers and forwarding agents.

ON THE DANISH SIDE BRIAN KRISTENSEN, General Manager for Oil and Bulk, is the man responsible for CMP's rental business. The Danish rental business is smaller.

At Prøvestenen we have 665,000 m² of space. Of this, 30,000 m² are currently available for oil handling, or liquid bulk, he says. There are plenty of opportunities in the area. It is close to Copenhagen, with all the opportunities that represents; at the same time, it has very nearly Denmark's best maritime infrastructure when it comes to this type of product. Clear potential for establishing distribution of liquid products. We currently have no more space available for dry bulk.

Next year CMP will be taking over 180,000 m² of newly reclaimed area at Prøvestenen and of most of this will be rented out.

"In Nordhavnen we have 80,000 m², and here only about 2,000 m² is currently available for rent," Brian Kristensen says.

Sometimes our tenants want to expand or convert their premises, which can generally be arranged; it is just a matter of who should do it.

"Sometimes it's us and sometimes they do it themselves. The large car park on Jörgen Kocksgatan here in Malmö, for example, it's on our land. We redeveloped it for Parking Malmö and they lease it from us," Göran Sjöström says.

FACTS: CMP's rental business

Malmö

50,000 m² of buildings, of which 40 per cent is available

90,000 m² of land, of which 20 per cent is available

Copenhagen

Prøvestenen

30,000 m² of land available for liquid bulk

180,000 m² of land will be added in 2011, of which most will be let out.

Nordhavnen

80,000 m², of which 2,000 m² is available

"CMP's old magazine 2 is not suitable for current port operations so it has been hired out for other purposes," says Göran Sjöström. 60 per cent of the premises are let today, but it should be nearer 80 per cent, which it is periodically. And 80 per cent of the lettable land is currently let.

New harnesses improve safety when working at height

CMP works actively and systematically to improve safety. One such improvement that is currently being implemented is the introduction of new safety harnesses that will greatly improve the safety of workers handling container loads at heights. Torbjörn Ängquist is the company's Safety/Health Manager and the person responsible for ensuring compliance with all applicable procedures.

"COMPLIANCE WITH SWEDISH AND DANISH health and safety legislation is something that we view as the bare minimum. We strive to always be one step ahead. Safety, quality and reliability are key competitive assets for us," he says.

Torbjörn Ängquist has worked at CMP for two years. Before joining CMP he worked for seven years at the Swedish Work Environment Authority as an inspector of health and safety legislation. He has also worked as Director of Transports and Environmental Coordinator at SYSAV.

In his day-to-day work Torbjörn ensures that all workplaces are systematically assessed and compared with applicable safety regulations. Right now the focus is on safety in container handling at heights, where stricter procedures for regular inspections have been put in place. A new type of safety harness has also been acquired.

"The harnesses will be collected once a year for a thorough inspection of buckles, straps and fasteners. The bright colour will also make the container staff more visible, Torbjörn says.

The harnesses are primarily intended for employees who manually remove twistlocks from stacked containers. The new harnesses will make it easier for them to leave the cage from which they perform their tasks.

In the unlikely event of an accident the lifeline attached to the harness ensures that the fall is arrested. The person remains suspended in the air rather than fall all the way down.

"MY INITIAL IMPRESSION IS THAT THE HARNESS is flexible and easy to use. It feels safe to do this type of work wearing the harness," Samir Hamzić, Supervisor at the Container Department, says after trying one of the harnesses.

Each department at CMP has a safety committee and a safety representative working on local safety issues. Torbjörn's role is to be a resource for all safety representatives and managers – a specialist, source of support and somebody to talk to on health and safety issues.

"I am the employer's representative in these discussions, and my impression is that we have a good and constructive dialogue", Torbjörn Ängquist concludes.

Torbjörn Ängquist, who is responsible for safety at CMP, instructs Samir Hamzić how to use the new harnesses.

FACTS: CMP's health and safety work

CMP strives to create and develop a good work environment, both physical and mental, where the emphasis is on the well-being and safety of the employees. The goal is to create healthy and safe workplaces as well as a work environment of a high standard.



PHOTO: DENNIS ROSENFELDT

Competitive quality

CMP's quality assurance work lives up to high standards, even top standards. Levels of damage to freight handled at the company's terminals in Copenhagen and Malmö are extremely low. In fact, CMP has one of the lowest rates of damage among all port and logistics companies in Europe.



PHOTO: DENNIS ROSENFELDT

Lennart Hall, Quality Manager at CMP

"STILL, YOU ARE NEVER QUITE DONE with this type of quality work – you need to work continually on new improvements," Lennart Hall, Quality Manager at CMP, stresses. Minimising damage is therefore always on the agenda for us. Part of this of course concerns the way the freight is handled, but it's also about how we investigate, analyse and implement changes when damage does occur.

In describing CMP's quality assurance work, Lennart Hall returns again and again to the issue of processes. CMP devotes significant resources to producing clear process descriptions for all aspects of its operations. And this is important! When all those involved understand the system and the flow behind a certain process it is much easier to implement improvements to quality, both minor and major.

"Soon each business area will have a dedicated quality ambassador. Placing the responsibility closer to where things are done will also improve the results," Lennart Hall says. The ambassadors will also ensure that we have the right quality assurance and environmental documentation in place everywhere.

Fredrik Friberg says he is engaged in a continuous dialogue with customers regarding coming calls at the port, invoices and any problems, such as damage. He uses the ISO 9001 and 14001 quality standards as tools to assist him in his work.

Any damage is carefully documented, and CMP becomes better for each year that passes.

"It's mostly about very minor damage and very rarely. One car in 25,000 is damaged. It could be a case of two cars that have been loaded to close to each other, resulting in scratches.

RoRo – a task requiring high precision

"MY TASK IS TO ENSURE that the ships stick to the timetable so that we have time to perform our duties during the three-hour slot when the ships remain docked," Terminal Manager, Jonas Svensson, says. This is done by working closely with the customer and through an open dialogue.

Before a ship arrives he receives a freight list and the Team Leader carefully plans the loading and unloading operation. Intensive work is underway to improve quality. Avoiding damage to goods has high priority and, if you were to express it numerically, there should be less than 1 per thousand.

"As regards the goods, these are currently inspected manually but when we move to the North Port we will have photographers taking care of this, which will make things easier for us and for our customers," Jonas Svensson says.

THE DAMAGE THAT OCCURS is very minor, but when it does happen it can involve support legs for trailers, for instance. Today cameras have therefore been fitted on the machines so that the drivers can see where the support legs are in relation to the foundation. It also makes it easier for the drivers, who don't have to twist and turn in order to be able to see.

"We are constantly reviewing our quality system. When damage occurs we document where and how it happened. We have very experienced drivers on the ships so there are not many incidents. And our employees at CMP are very capable, careful and efficient. Their work requires true precision.

Car makers demand 100 per cent quality

TOYOTA IS A WORLD LEADER in terms of quality, and CMP is under strong pressure to live up to its expectations. Fredrik Friberg works as Deputy General Manager for Cars.

"In this world 100 per cent is the rule. If we can meet Toyota's requirements we can meet everybody else's."

THE CARS COME FROM DIFFERENT countries in Europe and from Japan, Thailand and South Africa. Most of them, 75 per cent, come from Toyota.

"I inform our port workers about the customer's wishes. We need to be very careful with the cars. We need to wear the right clothing – clothes with rubber-coated buttons, for instance – and earrings and long nails are forbidden," he says, displaying an information brochure that CMP has produced to assist workers.

"Quality is also about parking the cars in the right way and ensuring that everything happens at the right time," he adds.



PHOTO: JOHAN RAMBERG

Fredrik Friberg, Deputy General Manager for Cars in Malmö



PHOTO: JOHAN RAMBERG

Jonas Svensson, Terminal Manager for RoRo in Malmö



PHOTO: DENNIS ROSENFELDT

Quality is equivalent to zero damage

"WHEN TALKING ABOUT dispatching in the container terminal, quality is equivalent to zero damage, and not a faster speed. That's why we are working on introducing fixed processes on board for loading and unloading. The customer expects us to provide a uniform process each time, although there can, of course, be variations in dispatching due to the wind and weather," comments Terminal Manager Jacob Fogh.

"WE ARE WORKING HARD on clarifying our work processes, and thus improving the quality of our contact with customers. We have many regular customers who dock once a week, and we would like to be able to improve our communication with them so that we can provide the same services time and time again. That also requires customers to provide us with data at the right time."

"We are currently working on implementing a three-part work process: planning, implementation and follow-up. It is important that we report any incidents that occur and follow up on them. They may also affect the next stage, and it is important that things are not allowed to fall between two cracks."

Passengers should get a positive surprise

WHEN IT COMES TO CRUISES, quality involves ensuring that everything runs smoothly, and that the passengers get a positive surprise when they board their ship in Copenhagen.

"Along with Wonderful Copenhagen, the ships' agents and incoming operator, we have one goal – to always be improving quality. I'm looking forward to our new cruise ship terminal opening in 2013, but we can already see proof that we can deliver optimum quality and service: The World Cruise Awards have once again named Copenhagen as Europe's best destination and Europe's best port, following a vote by passengers and users," comments CMP's General Manager for Cruise & Ferries, Arnt Møller Pedersen.

"One of our strong points is that we are good at the logistics element; in other words, everything is ready when the ships arrive. This involves the actual processing of passengers, ensuring luggage arrives at the right location and having excellent terminal facilities. New for this year were the information staff on the quayside offering guidance to passengers who wanted to explore the city on their own. We have also started an SMS and e-mail service for passengers boarding at CMP, so they know when their ship is arriving and where."



Jacob Fogh, Terminal Manager for Container in Copenhagen

PHOTO: DENNIS ROSENFELDT



Arnt Møller Pedersen, General Manager Cruise & Ferries

PHOTO: DENNIS ROSENFELDT

Smooth flows

Efficient freight handling and optimal traffic flows – these are some of the goals of Thomas Bendtsen's work. Thomas is CMP's "planning general" who is tasked with ensuring that the company's activities in Norra Hamnen run as smoothly as possible.



Part of Norra Hamnen where the RoRo ramp is under construction

AFTER THE MOVE TO NORRA HAMNEN in 2011 CMP's freight capacity in Malmö will increase by a factor of five. New quays, terminals and a new container crane will help to ensure that this goal is realised. But in addition to new terminals etc, CMP also needs to ensure that freight handling activities and traffic flows are carefully planned so that the potential of this major investment is fully exploited. And this is where Thomas Bendtsen enters the picture. He is CMP's "planning general" who since this spring has been working on optimising all these flows of goods and traffic.

"Ensuring that things keep flowing is the main objective of my work," Thomas emphasises. In Norra Hamnen three operations need to be coordinated: container, RoRo and combi traffic. Another objective is to minimise the environmental impact of our handling activities.

"And we also need to take into account how our business will evolve. Combi traffic by rail, for instance, has grown rapidly, which affects our planning," he continues. I also work on the way we use IT with the aim of simplifying the administration for CMP as well as our customers.

THERE IS LOT TO KEEP TRACK OF. The traffic in and out of the area will be considerable. One thousand goods ve-

hicles are expected to pass through Norra Hamnen each day once all three terminals are up and running. At the same time a huge number of work machines will be fully employed in freight handling. Traffic planning has been a key issue for Thomas Bendtsen, who needs to ensure that no bottlenecks or unavoidable hold-ups occur on roads or at crossroads.

"I work closely with each business area to identify their particular requirements and produce concrete proposals, which can then be coordinated with other operations in Norra Hamnen," he says.

In this role Thomas needs to be both diplomatic and able to take tough decisions to ensure that the organisation as a whole operates efficiently. And he has succeeded. When CMP News meet in November work on coordinating traffic flows and arranging storage areas for freight has more or less been completed. The painting and road lining work is also nearing completion.

"In the next phase we will be working on signage and barriers in the terminal areas, which we expect to complete in December," Thomas Bendtsen says. That will be followed by other tasks, such as work on the Autogate, the new automated access control system for Norra Hamnen.



PHOTO: SØREN BALKEN

MSC doubles volume for CMP

The huge container shipping company is reacting to growth by introducing MSC Patricia, with almost twice as much capacity as the ship previously covering the feeder route to Copenhagen.

SHIPPING COMPANY MSC'S WEEKLY FEEDER service between Antwerp and CMP has been upgraded, with the MSC Patricia replacing the JRS Alster. The new ship represents an increase in capacity of almost 100%, from 7,430 GT to 13,650 GT.

The weekly call at Copenhagen remains unchanged, as part of the Antwerp-Copenhagen-Fredericia-Århus-Antwerp feeder route.

"The introduction of MSC Patricia on this route, providing greater volume, is part of MSC's strategy of growth in Denmark. We are very proud of this upgrading of our service and we will continue to work hard to achieve our growth targets," says Country Manager Mogens Klintemark, MSC Danmark A/S.

MSC – Mediterranean Shipping Company – was founded in 1970, and has grown in a mere 40 years to become the world's second largest container shipping company after Maersk. It is a relatively young company; the Danish division, MSC Danmark A/S, opened in 1999 and has its head office in Århus.

CARRIERS ARE AFFECTED straight away when any crisis hits, and MSC was no exception, but the company quickly managed to get its growth strategy back on track.

"We noticed the crisis at the end of 2008, but still managed to increase turnover in 2009 in a receding mar-

ket, and we are following up this positive trend in 2010 with further growth."

The feeder route from Denmark goes to Antwerp, which is the global hub for MSC. From its terminal in Antwerp, which has a capacity of 1 million TEUs, MSC has links to the rest of the world.

"IT IS MSC'S STRATEGY to call at as many ports as possible, and we are the shipping company with the most direct port calls in the world. In addition, we are working on optimizing our transit times; most recently our transit times to the USA have been improved. We now sail from Copenhagen, Århus or Fredericia to New York in 16 days," says Mogens Klintemark.

MSC also has other ships serving Copenhagen. The company's cruise division, MSC Cruises, is a regular visitor during the cruise season, with ships such as MSC Orchestra, MSC Poesia and MSC Opera.

FACTS: Mediterranean Shipping Company S.A., Geneva

Number of container ships as of 09/2010:	423
Capacity on ships:	1.77 million TEU
Number of TEU transported in 2009:	10.3 million.

MSC serves 335 ports globally, via 200 direct and combined weekly services.

CMP looks east

The autumn has had a Chinese theme for CMP, at least in part. In late October the company took part in the World Expo in Shanghai in order to put the region and CMP firmly on the map. The aim is to establish ties with interesting Chinese companies looking to establish operations in the Nordic region.

THE SHANGHAI EXHIBITION, also called Expo 2010, ran from May to October this year. Sweden was present with its own pavilion, which attracted 15,000–20,000 visitors a day.

"What impressed me was the sheer size of the exhibition and the number of people it attracted," says Johan Röstin, CMP's CEO, who took part in Expo 2010 in the autumn.

The exhibition is expected to attract 70 million visitors over the course of the year. CMP was part of a joint initiative by Region Skåne and the City of Malmö that is aimed at profiling the region and supporting the regional economy.

THE DELEGATION FROM SKÅNE was on site during one week in October. During one of the days CMP gave a presentation and then met with representatives from Chinese companies.

"The aim is to put us on the map – to let people know we exist, and where we operate," Johan Röstin stresses. "Our primary goal was to show that CMP is a full-service port with a strategic location in Öresund on the thres-

hold to the Baltic Sea region."

The goal is to conclude new partnerships with Chinese businesses looking to establish themselves in the region, primarily through Norra Hamnen, which will open in 2011, and the logistics park being built by the City of Malmö.

"We want to find Chinese companies that are interested in establishing a Nordic hub for their operations through us," Johan Röstin says. Toyota and Acerinox, a Spanish steelmaker, already have such hubs, but Norra Hamnen and logistics park will open up more opportunities.

CMP'S PRESENTATION HAD A POSITIVE response and contacts were established with about 20 companies, including environmental technology firms, construction firms and steelmakers. Several of them are planning to visit CMP next year.

"Asia and China have become increasingly important markets for us. We therefore need to strive to develop long-term relationships with businesses and entrepreneurs in that region," Johan Röstin says.

The Swedish pavilion at Expo 2010



PHOTO: TOBIAS ANDERSSON ÅKERBLOM

600 tons of steel for ramps at Norra Hamnen

The first vessel berthed at the new RoRo terminal in Norra Hamnen at the end of October. However, this was not a vessel on a commercial run but one transporting the steel ramps for the ferry berths at the terminal in Malmö.

The steel sections for the moving parts of the ramp were built in China before being shipped to Sweden and Norra Hamnen, where they will soon be installed. There are actually six different ramp sections, with the largest measuring several hundred square metres.

"Installation work is well under way, and we will have a team of around 15 people working on this during the coming weeks. Installation is expected to be complete at the beginning of January," explains Leif Nordholm, CMP's Construction Manager in Malmö.

The ramps are being installed at two permanent ferry berths on either side of the RoRo terminal pier. This means that two vessels can be loaded or unloaded at the same time. Each ferry berth will have a ramp at ground level so that lorries and other vehicles can roll on and off vessels.

In all, the ramps contain approximately 600 tons of steel. Once installation is complete, work will start to fine-tune their operation. This is when testing begins of the control technology at the ferry berths. Attention will then turn to streamlining the process of loading and unloading the RoRo ferries. The terminals will be operational from April 2011.

2010 a really great season for cruise ships

The 2010 cruise-ship season has proven highly successful for Copenhagen Malmö Port. A total of 309 cruise ships docked in Copenhagen and Malmö, with a total of 662,000 passengers and 197,000 crew.

"Of the total number of arrivals, as many as 142 were turnarounds, i.e. passengers began or ended their cruise here," comments CMP's General Manager for Cruise & Ferries, Arnt Møller Pedersen.

Eleven ships docked in Copenhagen for the first time, including Disney Cruises, which visited four times.



PHOTO: JOHAN RAMBERG

The 2010 season was remarkable in a number of areas: the World Cruise Awards again chose Copenhagen as Europe's best destination and Europe's best port. These awards were in recognition of all the hard work CMP and its partners have done on receiving cruise ships, and they can be used in marketing aimed at cruise companies in future seasons.

Giant 'Höegh Copenhagen' transports cars direct to Copenhagen

The giant new car carrier 'Höegh Copenhagen', belonging to Höegh Autoliners, arrived at Copenhagen on 17 September at 07.00, and its striking profile dominated the quay, making the feeder vessels alongside it suddenly look very small. Car carriers are normally huge and solid, and 'Höegh Copenhagen' is no exception. It is 228 metres long and has a carrying capacity

of approx. 7,805 cars or ceu (car equivalent units).

Cars usually arrive at CMP's Copenhagen terminal on smaller feeder vessels from Rotterdam, Bremerhaven or Newcastle, but brisk demand for Chevrolets on the Danish market has occasioned a port call by Höegh Autoliners' giant car carrier.

Norwegian shipowner Höegh Autoliners operated a fleet of around 70 RoRo car carriers in 2008, 47 of which belonged to the company. In 2008 Höegh Autoliners carried approx. 2 million ceu and made almost 3,100 calls into ports around the world.

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BBC Hudson unloading ramp components in Norra Hamnen, Malmö

Höegh Copenhagen at the quay in Copenhagen



MICHAEL KIRK

His own boss

It can be a lonely job being CMP's man at Prøvestenen, but Michael Kirk ensures there is plenty to do with new projects

MICHAEL KIRK IS A WORKS ENGINEER, and his field of work is the 100-hectare area around the old coast-defence fort at Prøvestenen, south of Copenhagen. CMP leases the area to oil companies and other customers who require large areas with associated berths.

There's a lot going on in the area, with oil products being loaded/unloaded and stored, and dry bulk goods in the form of sea materials, gravel, cement, granite and scrap metal. Tankers and lorries drive back and forth to and from Prøvestenen, and there are pipelines that run directly from here to DSB and Copenhagen Airport.

"It's my job to take care of day-to-day operations and maintenance of CMP's installations at Prøvestenen, so we have satisfied customers," says Michael Kirk.

"I'm the practical guy out here! For example, I check the oil separators for oil and the fire hydrants, and I carry out a visual inspection of the loading arms. The new loading arms for oil products have increased the safety of loading and unloading dramatically. I'm currently coordinating an exercise involving the fire pump centre's foam/pressurised water system, along with the Copenhagen Fire Brigade, Bravida, Fagerberg and the user group at Prøvestenen."

MICHAEL KEEPS ON EYE on whether tenants are behaving properly.

"For instance, there were some workmen who were starting to bury building waste in a communal area. So I had to get hold of them and get them to dig it up again."

Michael is a trained plumbing and heating engineer and held many posts overseeing residential properties before he came to CMP 2 years ago. Now he is more his own boss, and to avoid the work becoming too routine, Michael ensures that he gives himself new tasks.

"Every year I plan a project to carry out during the course of the year. Most recently, I have been painting lines and give-way markings where there is a



PHOTO: DENNIS ROSENFELDT

junction, and there are still quite a few metres to go!"

Michael has another project he would like to get on with:

"I would like to plant a few trees out here so that it's a little more green. We have planted a few birch trees, but there is lots of space, and I think we should put in a few more."

Michael checks an oil separator for leaks.