

# NEWS

THEME Cruises

World Maritime University

New cruise quay is taking shape

Networks lead to success

NEWS FROM COPENHAGEN MALMÖ PORT ● No 2 2012





PHOTO: DENNIS ROSENFELDT

Friday 27 April 2012 – AIDAcara on its way to the quay in Copenhagen.

## Cruises bring life to Copenhagen

Cruise tourism is giving Copenhagen a 'pulse', and is also creating many jobs in the Danish capital. This is something emphasised by Frank Jensen, Lord Mayor of Copenhagen.

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## CMP supports maritime university

The World Maritime University (WMU) in Malmö is a dedicated university for shipping. CMP (Copenhagen Malmö Port) supports the WMU's work, which is carried out under the auspices of the UN and every year takes on students from all four corners of the world.

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## A new cruise record is now being broken

CMP is reckoning on setting a record during 2012 and receiving more cruise liners and passengers than ever before. A proud Arnt Møller Pedersen has his sights set on 376 dockings and 840,000 passengers.

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## A cruise quay is taking shape

In the harbour area Nordhavnen in Copenhagen, CMP's new cruise quay is taking shape. It will be inaugurated in spring 2013, and three large cruise liners will be able to dock there simultaneously.

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## Successful 'networking'

Copenhagen is being marketed as a destination by Cruise Copenhagen Network, a network for the players who together ensure that shipping companies and passengers get a total experience in the city.

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## Growth in building components

Concrete building components are a growth area for CMP in Malmö. Handling gathered pace during the autumn. Since then CMP has had concrete components on the quay most of the time.

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## Profile: Henrik Sternbæk

Henrik has many mariners in his family, and was at sea himself for many years. He then opted for dry land, and has since 1998 been Deputy Harbour Master at CMP in Copenhagen.

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# New record year for cruises

**IN 2012 CRUISES ARE ONCE AGAIN** the obvious topic in the year's second edition of CMP News. Cruise liners are a sure sign of spring, and this year we are reckoning on further increasing the number of dockings in Copenhagen. Overall there will be 376 dockings and about 840,000 passengers, thus cruises are and will remain one of our most expanding business areas. To meet demand, Copenhagen's cruiser capacity is currently being expanded. The new quay – which will be 1,100 metres long – is to be ready for next year's cruise season, and three large cruise liners will be able to dock at it simultaneously. And the year after that – 2014 – will see the completion of our elegant new cruiser terminals, which will be of a top class Danish design. We are writing about all this in this issue of the magazine.

**WE ARE ALSO PROUD THAT FRANK JENSEN**, Lord Mayor of Copenhagen, is involved in CMP News and is giving his views on the significance of cruise tourism to the city. The excellent development of this form of tourism is also linked to well-functioning teamwork, involving cooperation between various companies and organisations. The collaboration – which is taking place as part of 'Cruise Copenhagen Network' – naturally also includes CMP, and is being presented in a separate article. The fact that cruise traffic has really helped improve the Danish capital's profile is to be noticed not least in all the prizes the sector has attracted – prizes that have gone to both CMP and Copenhagen, most recently last year, when we received the World Travel Award 'Europe's Leading Cruise Port 2011'.

**IN THE MAGAZINE WE ALSO** talk about our commitment to the World Maritime University (WMU) in Malmö – maybe the city's least known university – which is run under the auspices of the UN. Several of our employees usually lecture at WMU, and during their training many of the students visit our facilities in Malmö and Copenhagen. Last but not least I want to talk about Malmö Northern Harbour Business Park, which is presented on p. 11. This area is directly adjacent to Malmö's North Port, and is to be one of the most attractive places for new company establishments in northern Europe. You can find further information at [www.mnhbp.com](http://www.mnhbp.com).

Pleasant reading!

Johan Röstin, CEO of CMP

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Lord Mayor Frank Jensen:

# "Cruises bring life to the port and the city"

Tourists create life and jobs. And the tourism Copenhagen gets from cruises also brings life to the port and creates activity in the city," says Copenhagen's Lord Mayor, Frank Jensen.

"I ALWAYS LOOK FORWARD to a new season, during which there will hopefully be many cruise vessels bringing passengers to Copenhagen. Tourism benefits both shops and restaurants, and it also gives the city an international character and makes us be ambitious about urban spaces and city life," says Frank Jensen.

Copenhagen's popularity as a cruise city is continuing to increase, and the Danish capital is the most-visited cruise city in the Baltic region. It requires increased capacity if the constantly increasing number of ships is to be able to continue to berth in Copenhagen. In connection with urban development in the harbour area Nordhavn, a 1,100 metre quay with room for three Voyager class ships at a time, is thus being established there.

"With the new investments Copenhagen is cementing its position as the leading cruise city in the Øresund region," says Frank Jensen.

**COPENHAGEN AS A CRUISE CITY** has been promoted internationally by Cruise Copenhagen Network, which is a branch network under Wonderful Copenhagen. And there are signs that this work has born fruit. The Baltic region is now the third-biggest cruise destination in the world after the Caribbean and the Mediterranean, having overtaken Alaska. This development is no surprise to the mayor.

"I THINK ONE OF THE REASONS why Copenhagen has become so popular amongst cruise tourists is that the city sets great store by a pleasant city life, including green areas, clean sea water for bathing and modern urban spaces. Copenhageners are good at speaking English, and tourists find it easy to get about in the city, whether



PHOTO: JOHAN RAMBERG

Copenhagen's Lord Mayor Frank Jensen on a visit to CMP on the occasion of the inauguration of Northern Harbour in Malmö in September 2011.

by bike, on foot or using public transport," says Frank Jensen.

"WE ARE ALSO CONSTANTLY trying to organise ourselves better, and make signage, information and public transport to and from the cruiser terminals even better," says Lord Mayor Frank Jensen.

# Future maritime leaders trained in Malmö

CMP has close links with the World Maritime University in Malmö. Once a year CMP employees give the students one week of lectures and study trips to the terminals in Copenhagen and Malmö.



PHOTO: JOHAN RAMBERG

"It is very important for the students to come into contact with CMP, where they experience activities in a modern port," says Prof. Neil Bellefontaine, WMU (on the left), who is seen here together with Prof. Olof Lindén.

**IN THE UNIVERSITY CITY** of Malmö there is a small international university that is maybe a little overshadowed by the bigger institutions but that is known all over the world in maritime circles. The World Maritime University (WMU) is the centre for further training of students from all over the world who want to do a Master's (MSc) in the areas Maritime Safety & Environmental Administration, Maritime Law & Policy, Maritime Education & Training and Shipping & Port Management.

"Here in Malmö you can do an important part of the training, which can gain you entry to top-level jobs and managerial positions in the maritime world, and it is thus completely natural that we at CMP nurture a close link with the university. It is a well-established link that was initiated by Malmö Port long before any plans to create the Danish-Swedish company CMP," says Gert Nørgaard, Manager Strategy & Planning, CMP.

**IT TAKES 14 MONTHS** to do a Master's at WMU, and as part of this course CMP is responsible for one week of tuition and study trips to the port in both Copenhagen and Malmö.

"It's people from the management group at CMP who are responsible

for the tuition. We can contribute technical expertise and introduce the students to the many aspects of management, planning and control of a modern port. We also ensure that the students meet people from the municipality and the port authorities, so as to shed light on all aspects of port operations," says Gert Nørgaard, who himself teaches about the port structure at CMP in relation to European ports.

**AT WMU PROF. NEIL BELLEFONTAINE**, Vice President (Academics), is happy about the collaboration with CMP, which means a lot to the university.

"It's very important for the students to come into contact with CMP. Many of them are from developing countries, and it's a good opportunity to experience activities in a modern port."

"We are dependent on visiting professors and teachers bringing practical experience to complement the theoretical tuition. In 2011 we had a total of 96 maritime experts, who contributed to the MSc programme with a total of 372 90-minute lectures."

"This year our students are doing their second semester of the 14 month course, and they will soon be starting their field studies, including the visits to CMP, which take place in May."

**ACCORDING TO GERT NØRGAARD** the students are happy about the very concrete practical tuition they are getting in the week CMP is on the timetable, but the course also draws resources from CMP in the form of the time it takes in terms of planning and a week's tuition. However, the opportunities to expand the network are also important to CMP.

"Most of the students are receiving further education, with WMU as an overarching framework, and many of them get jobs as port directors or in political administration, where they collaborate with ports. They form an important global contact network for CMP, which we benefit from in our work, thus our support for WMU is also a long-term investment," says Gert Nørgaard.

There are currently 101 students at WMU, and they typically come from Asia, Africa or South America. The university started as an offering for young people from developing countries, but it now also takes students from other countries.

## WMU

The World Maritime University was founded in 1983 by the International Maritime Organization (IMO), a special agency under the auspices of the UN. As a UN institution in Sweden WMU thus has status and privileges.

WMU's budget is covered by voluntary contributions from countries and companies all over the world.

The main section is in Malmö. Two MSc programmes take place in Shanghai and Dalian in China.

WMU has an intake of about 100 students a year, in particular from China, the Philippines, Nigeria, India and Indonesia.

# Another successful cruise season

A big new cruise season is under way. In 2012 CMP will be hosting 376 berthings and 840,000 passengers. This will once again be a new record, and proof of the product's quality.

"**WE WILL BEAT OUR OWN RECORD** in 2012, with more berthings and more passengers. This is proof that together with our collaborating partners we are developing a product that the guests and the shipping companies are demanding year after year," says COO Arnt Møller Pedersen, who is responsible for cruise traffic at CMP.

Cruise traffic to CMP has grown significantly over the past ten years, from 173 dockings in 2002 to 368 in 2011, and during the same period the number of passengers has grown from 175,000 to 820,000. This year around 840,000 passengers and 240,000 crew members from over 155 countries will be visiting Copenhagen.

"We expect 27% of the passengers to be from Germany, 17% from the USA and Canada, 13% from the UK, 10% from Italy and 10% from Spain. Never before has Copenhagen been included as many times in the shipping companies' itinerary planning as is the case this year," says Arnt Møller Pedersen.

**THE SEASON'S FIRST VESSEL** was AIDAcara, on 6 April, and it will also be concluding the season with the final berthing on 10 October. In December operations will be continuing, with seven Wondercool Christmas cruises.

The biggest vessel in CMP in 2012 will be the 121,878 GT, 327 m Celebrity Eclipse. The vessel with the most passengers will be the 3,194-bed Emerald Princess, and the smallest one will be Island Sky, with only 114 beds.



PHOTO: DENNIS ROSENFELDT

The season's busiest day will be 28 July, when CMP will be receiving five turnarounds and one transit docking, and when over 25,000 passengers and 8,000 crew members will be passing through the very busy port terminals.

Eight vessels will be docking at CMP for the first time in 2012: Brilliance of the Seas, Caribbean Princess, Columbus 2, Costa Fortuna, Kristina Katarina, MSC Magnifica, Star Flyer and Thomson Spirit.

Rotterdam and Emerald Princess at the quay in Copenhagen



PHOTO: DENNIS ROSENFELDT

Arnt Møller Pedersen  
COO Cruise and Ferries

## Distinctions in 2011

CMP has been awarded the following cruise prizes for 2011:

- At the Seatrade fair in Miami: 'Insight' 2011 Ports and Destinations Awards for 'Most Responsive Port' and 'Best Turnaround Port Operations' (efficient and proactive port authority; smooth port operations; variety of tours).
- World Travel Awards: "Europe's Leading Cruise Port 2011"

# 2012: 376 calls 840.000 passengers

Receive a text or e-mail detailing the day's cruiser berthings. Book at [www.cmport.com](http://www.cmport.com)



# Modern cruise terminal in Nordhavnen takes shape

You can now really see that something is under way in the northern parts of CMP in Copenhagen, where the new cruise quay is gradually taking shape. Cruise traffic will be moving there from Free Port during the 2013 cruise season, and three big cruise liners as tall as ten-storey buildings and accommodating several thousand passengers will be able to dock at the new quay simultaneously.



Glass, light and space. Three terminal buildings are to be built on the new Nordhavnen cruiser quay at CMP, Copenhagen. The project has a marked green profile, and having sedum roofs on the terminal buildings is a way of looking after the environment.

the project. As part of this work, all the buildings will be provided with green vegetation in the form of a sedum roof. Another important matter is improving handling of waste water from the vessels.

"A hose will be attached to the vessel when it docks. The hose will be connected to a waste-water disposal system in the quay, from where the waste water will be pumped to Copenhagen treatment plant. This is a clear improvement on the current situation, whereby tankers collect the grey water. The plant will be able to receive waste water from three cruise liners simultaneously," says Peter Landgren.

At the south end of the quay there will be a public area with a viewing tower. On the opposite, north-facing, side the harbour basin will be filled with landfill from the new metro that is being built in Copenhagen.

"**PLANNING OF THE THREE** terminal buildings is currently in progress, and proposals for additions to the detailed development plans have been put on display in public locations for comments," says Peter Landgren. During the second quarter of 2012 the detailed development plans will receive final approval.

He says they have hit a snag regarding a small section.

"For the southernmost 350 metres of the cruise quay the ground has proved to be harder than expected. We are finding it difficult to get down as deep as was initially envisaged, so we may perhaps need to change the project a little and support the sheet piling in another way. We do not think this will delay the project.

**SHEET-PILING WORK IS CURRENTLY** in progress for construction of the wall of the quay, which will be over a kilometre long. The quay is to come into operation next year, and the year after that three identical terminal buildings will be completed.

"Each terminal building will have an area of 3,300 m<sup>2</sup>, nearly half of which will be for check-in and waiting rooms, the other half being for baggage handling. A core unit in the middle will comprise toilets and technology and staff rooms," explains Peter Landgren, departmental manager for Building and Construction at CMP in Copenhagen.

He shows the architectural drawings, which include images of light, welcoming buildings with a lot of glass. Each terminal building will hold a maximum of 1,150 people. Turn-around passengers will pass through here, and some of them will choose to spend time in Copenhagen before or after their cruise.

"Some of the walls in the terminal buildings consist of iridescent plastic material attached to a bearing system made of concrete. The walls thus provide a degree of light, contributing to the warm atmosphere and the attractive colour changes when you look at the buildings from the outside," says Peter Landgren.

**IT HAS ALWAYS BEEN IMPORTANT** to both Copenhagen Municipality and CMP for a green profile to permeate

## 1,100 m New quay out in Öresund



PHOTO: DENNIS ROSENFELDT

Out here in the northern parts of CMP in Copenhagen the new cruiser quay is taking shape. The sheet-piling work is in full swing. Peter Landgren is the departmental manager for Building and Construction at CMP in Copenhagen.

# Efficient collaboration ensures the success of cruises

Cruise Copenhagen Network is selling Copenhagen as a destination, and is an important network for the many players who guarantee shipping companies and passengers a positive experience in the city.

More and more guests arrive who want to find their own way around, and they are helped at the quay by CCN's service crew with the Christiania bikes. They are the city's first ambassadors when the guests come on land.



PHOTO: CRUISE COPENHAGEN NETWORK

**EVERY TIME A FEW CRUISE** vessels berth in Copenhagen it is equivalent to the city hosting a major international conference – an event that creates turnover but also requires planning and collaboration between the many parties involved in order to meet the many guests' expectations.

"It is thus important that we invest in collaboration and get things to happen, and that we are effective," says Bo Nylandsted Larsen, director of Cruise Copenhagen Network (CCN).

**THE AIM OF CCN IS** not only to sell Copenhagen as a destination and ensure that shipping companies and travel agencies are updated and guests feel welcome, but also to ensure efficient collaboration between the many service providers nationwide who provide the positive experience. CCN has over 60 members, including sight-seeing destinations, hotels, hauliers, the retail trade, incoming agencies, regional destinations and six strategic partners: CMP, Copenhagen Airport, SAS, Copenhagen Municipality, VisitDenmark and Wonderful Copenhagen.

"Our internal pay-off at CCN is: 'Not only a network but also teamwork'. We can ensure a better product and achieve greater visibility by working together. We do marketing at international conferences and trade fairs, where we tell the story of Copenhagen. We are known in the industry for being effective, and that is a big part of our success."

**EACH CRUISE VESSEL** that berths in Copenhagen creates an average turnover of over DKK 3m, or seen over the season around DKK 1bn per annum. It also creates 3,000 seasonal jobs on land.

"We have many natural advantages, including the short distance between the airport and the cruiser quay and the geographical positioning that has made us into an important hub for traffic to the Baltic and the Norwegian fjords. But our success is not automatic – it involves hard work, and there are challenges and bottlenecks that the individual players cannot resolve on their own. CCN is thus an important and effective platform," says Bo Nylandsted Larsen.



PHOTO: DENNIS ROSENFELDT

# With a great passion for travel

The Mediterranean Shipping Company (MSC) is a leading company for cruises in the Mediterranean, South Africa and Brazil. According to Neil Palomba, Corporate Operating Officer at MSC Cruises, one of the secrets to the company's success is the fact that they are dedicated travellers themselves.

**"WE ARE VERY PROUD** to be discovering the world together with our travellers. Whilst we are a multinational company, we are also a dedicated family company based on passion," he says.

MSC and CMP have collaborated since 2004. Neil Palomba says they are very satisfied with Copenhagen as a destination – both the port as such and its staff and the service offered.

"Copenhagen has great potential with regard to travel and tourism – especially cruise trips. We are looking forward to next year's new cruiser quay, which will doubt-

less further improve our customers' experience of their visit to Copenhagen," he says, and adds:

"The quality of a port's infrastructure is important to us. We are convinced that the cruise experience does not start or finish on board, but rather on land."

**"IN RECENT YEARS** our cruise passengers have been getting younger and younger, and we are in part reaching them through Facebook campaigns."

"The choice of destinations is crucial, and something of a key to success within cruise tourism. It is precisely the exciting destinations that drive our passengers to make a further booking. The most important things for us are thus having a good feeling for where our passengers would like to travel to and which destinations are on the top of their holiday lists, and finding new destinations before they have become too popular. In parallel with this we must of course be aware of costs.

MSC Lirica docks at Langelinie in Copenhagen in April 2012.

## MSC

MSC has 11 vessels in its fleet and will achieve 41 berthings in Copenhagen during 2012 and 45 during 2013. The company is wholly owned by European owners, and has 12,000 employees worldwide and offices in 43 countries.

[www.msccruises.com](http://www.msccruises.com)



PHOTO: JOHAN RAMBERG

# Delicate handling of concrete building components

In a construction industry that is often pressed for time, prefabricated building components have become increasingly common. Carcasses and other parts for properties – sometimes entire buildings – are manufactured in factories and delivered ready for assembly. In Malmö's Free Port CMP is noticing a clear increase in concrete building components.

Latvian building components are unloaded and put on scaffolds in Malmö's Free Port, pending onward transportation to the buildings in Skåne. The delicate concrete components are handled by specially trained CMP staff.

**TO PUT IT SIMPLY**, you could describe building components as very big Lego pieces. Various parts for a building arrive custom-built, ready to be put together on the construction site. Buildings are assembled in accordance with a detailed description, just like a big Lego building.

For some years CMP has been collaborating with the Latvian company UPB.

"The building components are cast in Latvia. They are then transported to us here, where they are unloaded and put on special scaffolds on the quay, pending onward transportation out to the buildings using special vehicles," explains Kerry Forsberg, supervisor for Port & Terminal Operations.

**THE CONCRETE BUILDING COMPONENTS** can be heavy and big (floor components can be up to 14 metres long), but they are at the same time very fragile. Both in the

vessel's hold and on the quay it is important for there to be pieces of timber between the components, so they do not break.

"We have trained a group of staff, who have become pretty specialised in handling these heavy and fragile concrete components. We have also carried out a thorough risk analysis," says Kerry Forsberg.

**THE CURRENT ASSIGNMENT** from UPB involves 24,000 tonnes of concrete components. At the time of writing CMP has handled about half of this volume. Each shipload consists of 1,200-1,700 tonnes of concrete.

"This is marvellous for us – it gives us jobs and revenue. Handling of concrete components really gathered pace last autumn, and we have had concrete on the quay ever since then," says Kerry Forsberg, who hopes that use of prefabricated building components will continue for a good while.

## All-time high in car handling

In March a new record was set for the number of cars handled in Malmö's Frihamnen harbour.

"A new all-time high of 53,613 cars," says a beaming Björn Larsson, Terminal Manager at Frihamnen. The previous monthly record, dating from 2007, was 49,223 cars.

"It is primarily the Russian market that has a big appetite for cars, especially large cars such as Land Cruisers and Lexus cars," Björn Larsson says. Toyota remains CMP's largest car handling customer but Peugeot, Mitsubishi and Subaru are some of the other big car makes that are handled in the port in Malmö.

For CMP's car handling business 2009 was a weak year, but activity picked up in 2010 and 2011.

"We made a good recovery already last year, with more than 405,000 cars, compared with 320,000 the year before," Björn Larsson says.

After the crisis car sales dropped, which hit CMP's car handling business. It will be exciting to see if this record points to an improvement in the economy – car sales have often been a good leading indicator.

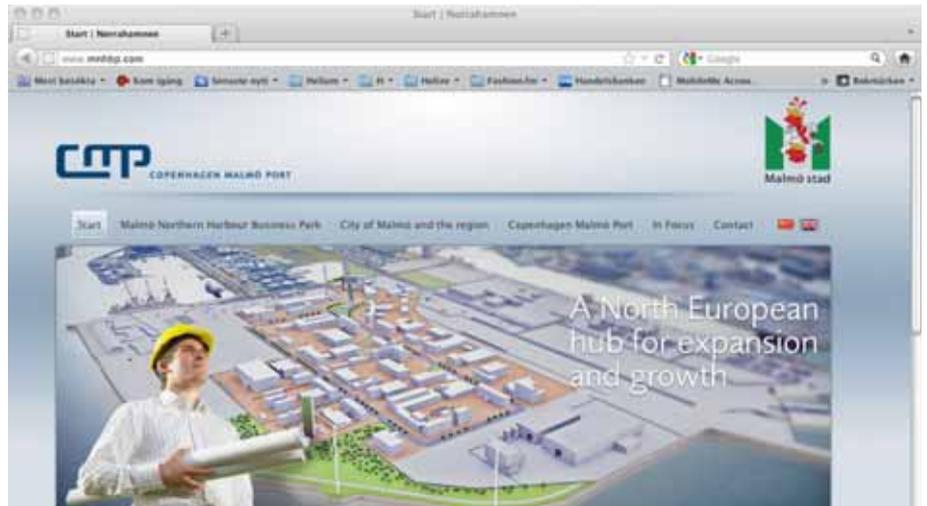
## CMP rewarded at Cruise Shipping Miami

Copenhagen Malmö Port (CMP), together with 16 business partners, participated in the world's largest Cruise event "Cruise Shipping Miami". The event was the 28th annual conference and exhibition.

At a large banquet CMP received two different awards from "Cruise Insight 2011 Awards". One award granted as "Best Turnaround Port Operations" and one for "Most responsive Port" in Europe.

This is yet another appreciation of the fantastic professional and skilled work that is performed by the dedicated and skilled employees at CMP and our partners in Cruise Copenhagen Network. Everybody cooperates to make the logistics work. Everything performed to the Cruise Lines great satisfaction ranging from the Airport services, over passenger and luggage transport to cruise ships docked at the quay, handling of luggage to ships provisions.

With 376 calls, once again a new record is being set in number of calls. The record also includes seven cruise calls at Christmas. The busiest days will be June 3rd, June 23rd, July 7th and July 28th. These days a total of 25,000 passengers and 8,000 crew members will pass the Port.



Malmö Northern Harbour Business Park's new website at [www.mnhbp.com](http://www.mnhbp.com)

In total 840,000 passengers and 240,000 crew members is expected to arrive at Copenhagen during the 2012 season.

## Web launch for Malmö Northern Harbour Business Park

Malmö Northern Harbour Business Park was launched on the web at the end of March. This area is immediately adjacent to Malmö's North Port, and is to be one of the most attractive sites for new business establishments in northern Europe. And as part of the marketing the City of Malmö and CMP have jointly launched a new website: via [www.mnhbp.com](http://www.mnhbp.com).

"A hub-based approach – i.e. concentration of distribution in regional hubs – is becoming increasingly apparent amongst global manufacturing companies. CMP in Malmö already acts as a hub for Toyota and the Spanish steel company Acerinox. The City of Malmö and CMP are collaborating through Malmö Northern Harbour Business Park to attract more companies," says Johan Röstin, CMP's CEO.

The primary aim is for the new area to attract companies in the fields of manufacturing, refinement and logistics services who want access to land close to the quay, state-of-the-art goods terminals and intermodal transport solutions, i.e. transport solutions whereby goods can be moved between boats, trains and lorries. As already stated, the strategic location in the Öresund region makes for easy onward distribution of incoming and outgoing goods flows – both in a north/south direction to Scandinavia and northern Germany, and in an east/west direction to Poland, the Baltic states and western Russia.

"Together with the City of Malmö, CMP

is working in an establishment group that is to develop collaboration with new companies – work that is not least targeting the Asian market," explains Johan Röstin. "We have made several visits to companies in China, and have also had Chinese delegations visiting us in Copenhagen and Malmö."

Malmö Northern Harbour Business Park includes centrally located industrial plots that the City of Malmö lets out. They can be adapted to companies' needs and are offered on long-term and competitive terms. The size of the industrial plots in the area varies, starting at about 20,000 m<sup>2</sup>.

During an initial stage Malmö Northern Harbour Business Park will comprise an area of 650,000 m<sup>2</sup>. As from 2014 approx. 200,000 m<sup>2</sup> will be let. Thereafter, around 70,000 m<sup>2</sup> will be made available for establishments every year. In the long term the area may expand even more, and cover an area of 900,000 m<sup>2</sup>. This growth will open up new opportunities for CMP's port business, which will be able to further develop and expand in and around North Port.

"The objective is for the City of Malmö and CMP to offer a high degree of collaboration between the companies in Malmö Northern Harbour Business Park by creating conditions for joint solutions in the fields of energy provision, security, transportation, waste handling and recycling, which will simplify things and lead to savings," says Johan Röstin by way of conclusion.

**Would you like to receive news by e-mail? Send an e-mail, with your name, to [cmport@cmport.com](mailto:cmport@cmport.com). Write "Yes please to e-mail news" in the subject heading.**

PROFILE: HENRIK STERNBÆK

## From mariner to Deputy Harbour Master in the port

With mariners in the family it was an obvious choice of profession for Henrik Sternbæk. But after many years travelling the world and long six-month periods of duty at sea his longing for his family become too much, and he opted for dry land. He now works as Deputy Harbour Master at CMP in Copenhagen.

**"IT'S A GOOD JOB,** and it's exciting – especially in the summer, when it's full on. I like that – there can be six cruise liners and three container ships in one day," he says.

Like his colleagues in the port office, Henrik Sternbæk wears a uniform: a white, well-ironed shirt with gold-coloured rank markings on the shoulders. Three stripes indicate his position as Deputy Harbour Master, a title he has held since 1998. This gives him principal responsibility for operation of the port office together with other Deputy Harbour Masters.

**"WE CONTROL THE PORT TRAFFIC** in Malmö and Copenhagen," he says. "We communicate with the vessels by radio. All vessels must be ISPS approved in order to be able to berth," he emphasises.

ISPS is the International Ship and Port Facility Security Code, which was introduced after the 9/11 attack, at which time the USA demanded that ports all over the world increase security.

**ANOTHER IMPORTANT FUNCTION** for the port office is provision of practical services for the vessels, e.g. ordering fresh water and help with waste handling.

Before a vessel berths the port office will be in contact with the broker for the vessel in question, who will inform him when it is arriving and what its load is.

"From 6 am until midnight there are two of us in the port office, one of whom will be out on the quay when vessels arrive. We decide where vessels are to berth and make sure everything works smoothly."



PHOTO: DENNIS ROSEWELDT

The port office is also manned overnight. Just like his colleagues, Henrik has a rolling schedule, with rest days between the shifts.

**SOME YEARS AGO HENRIK'S LIFE** changed radically when his wife passed away. Several years later his life took a fresh turn when he met his current partner and her son in Thailand. They now all live in Copenhagen, and there has been an addition to the family in the shape of another son, Patrick, who is now two years old. Henrik also has two grown-up sons from his previous marriage.

Henrik Sternbæk and his family also have a house in Thailand, outside Bangkok. A future there is definitely on the cards as far as he is concerned.

Port traffic in Malmö and Copenhagen is controlled from the port office in Copenhagen.

Henrik Sternbæk is the Deputy Harbour Master.