

NEWS

THEME Dry Bulk

Praise for safety work

Stena Recycling in Malmö

Prøvestenen is developing

NEWS FROM COPENHAGEN MALMÖ PORT ● No 4 2013





PHOTO: PERRY NORDBERG

CMP's Prøvestenen bulk port in Copenhagen, with both dry- and liquid bulk terminals.

Get rid of bottlenecks

It is important to be able to identify and deal with the weakest links in a transport chain. So says Lennart Andersson, regional director at the Swedish Transport Administration. **Page 3**

Safety praised

Oiltanking Copenhagen at Prøvestenen has been praised for its work on preventing accidents and improving health and safety for its staff. **Page 4**

CMP's most salty customer

GC Rieber Salt specialises in salt. It is currently preparing itself for the coming winter by ensuring that there is sufficient road salt at Prøvestenen. **Page 5**

Professionals at recycling metals

Stena Recycling handles 150,000 tonnes of scrap metal every year in Malmö. Safety always comes first in this exciting part of the recycling industry. **Page 6**

Rock-hard transportation

The world's largest bulk carriers, supplying Prøvestenen with deliveries of granite from Scotland a couple of times a year. The recipient is the Dansk Natursten company. **Page 8**

Sustainability at centre stage

CMP is now part of the SMGC, a network which focuses on sustainable development. This will potentially have an impact on both economy- and maintenance work. **Page 9**

Trade fair in the East

In October CMP was involved in the large logistics trade fair in the Chinese city of Shenzhen with a total of 80,000 visitors and 1,200 exhibitors from more than 30 countries. **Page 10**

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Profilen: Helle has business under control

Helle Minden hasn't been working for long at CMP, but has already got to grips with the customers, contracts and agreements at Prøvestenen. **Page 12**

Clear investments in dry bulk

DRY BULK IS ONE OF THE AREAS that gives our facilities a classic port profile. A large range of products are loaded, unloaded and stored in both Copenhagen and Malmö. It might involve salt, gravel, scrap, wood pellets or perhaps coal and broken stones. Demand is changeable, which means that products can be rapidly phased out and replaced by others. Furthermore, activities within dry bulk are characterised by seasonal variations. One such example is road salt, for which the high season is now approaching and which is presented in an individual article in the magazine. Another important area for us is scrap, where our collaboration with Stena Recycling goes back a long way. It is also a dry bulk operation with a green character as the scrap is recycled to become important components in new products.

YOU CAN ALSO READ ABOUT Prøvestenen in several of the articles. It is a hub for our dry bulk operation in Copenhagen, supplying the Danish capital and lots of surrounding companies with all kinds of products – salt and granite to mention a few! Alongside our cruise terminal in Copenhagen and Northern Harbour in Malmö, Prøvestenen is another area where we are investing particularly heavily for the future. In recent year we have expanded the area by 18 hectares and 650 metres of new quays. The new area is primarily intended for use in bulk operations. We are now looking forward to gradually welcoming new customers here.

TWO ARTICLES IN THIS ISSUE address the issue of safety in the port operation. We and our customers can be pleased that there are so few near-misses, but the focus nevertheless remains on safety – both large and small scale. Both Stena Recycling and Oiltanking Copenhagen give examples in the magazine of what this means in concrete terms. We are also pleased that the Swedish Transport Administration's regional director, Lennart Andersson, contributes to one article. He indicates where and how transport flows can be improved in the future, a task in which CMP is greatly involved.

Pleasant reading!

Johan Röstin, CEO of CMP



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Lennart Andersson, Director of the Swedish Transport Administration, Southern Region:

Fewer bottlenecks and increased utilization of space

Get rid of "bottlenecks" and deal with the weakest links in the transport chain. And make sure to improve the rate at which space is utilized in freight traffic. These are two of the guiding principles in the view of Lennart Andersson, Director of the Swedish Transport Administration, Southern Region.



PHOTO: JOHAN RAMBERG

– The ports' infrastructure and connecting land transports are priority areas for shipping", says Lennart Andersson, Director of the Swedish Transport Administration, Southern Region.

"A **TRANSPORT CHAIN** is never stronger than its weakest link, it is therefore important to identify and deal with these links". This is a rough summary of Lennart Andersson's views on goods- and transport flows. In his role as Director of the Swedish Transport Administration's Southern Region his focus is largely on the Öresund region.

"The Swedish Transport Administration is currently responsible for planning all four types of traffic* and is therefore able to bring together the overall picture in a way that benefits the development of the transport system", he observes.

Managing bottlenecks and weak transport links involves a large range of initiatives – more lanes or entry and exit ramps at major junctions in road traffic, but also double tracks in railway traffic. Lennart Andersson provides an example.

"We currently have long sections of single-track railway traffic on the Ystad line. With more tracks where the trains can meet, it would be possible to double the number of trains on this line".

REGARDLESS OF TYPE OF TRAFFIC, the Swedish Transport Administration's development work is based on four different steps. Firstly, it entails influencing the demand for transport and the selection of means of transport – do the goods have to go by lorry and does everything have to be dispatched at once? The next step is to try to derive the maximum benefit from the present infrastructure, for example, by planning the transports over 24 hours.

"We then arrive at steps three and four, which involve

minor reconstruction and adaptation of the infrastructure, as well as really major new construction projects", explains Lennart Andersson.

"The ports' infrastructure and connecting land transports are priority areas", Lennart Andersson emphasises. The goods have to be rapidly transferred to road and rail. Among other things, this presupposes that railway yards in the ports are electrified to avoid having to make unnecessary changes of locomotive.

"It is equally important that the freight traffic is punctual to ensure that there is a flow in the transport chain. There is room here for improvements. The same goes for the space utilization rate. It is not unusual for containers or the entire train to contain 40% "air". There should therefore be better cooperation in order to increase the space utilization rate".

In terms of road traffic, he highlights the improvements that the Swedish Transport Administration and Malmö City are currently making around the Spillepenge roundabout in Malmö. Expanding the junction will improve road transport to and from Northern Harbour.

LAST BUT NOT LEAST, Lennart Andersson beats the drum for local sea traffic, which has the potential to grow.

"If it was possible to have a free choice, then more goods should go by sea along the coasts. There is no intrinsic value in freight going by lorry or goods train, with all that entails in terms of noise, crowding and increased environmental impact.



PHOTO: TRAVIKERKET

Lennart Andersson, Director of the Swedish Transport Administration, Southern Region

* Air, road, railway and sea.



PHOTO: MAX MICHEL MANN

Oiltanking staff with the diploma for "Best Improvement".

Oiltanking awarded for safety work

Dedicated work is delivering results for Oiltanking Copenhagen at Prøvestenen, which has received an internal award for preventing accidents and expanding its Health & Safety initiatives.

THE OIL TERMINAL AT CMP'S SITE on Prøvestenen is one of Oiltanking's 75 terminals in 23 countries, offering an independent storage capacity and logistics solutions for oil, chemicals and gas products. This kind of work requires a high level of safety, and it was precisely the work of improving safety that led to the Danish branch of Oiltanking being presented with the group's annual, internal award.

"The so-called Lighthouse Award is conferred in the categories Best Overall and Best Improvement, and we have received it for 2012 in the Best Improvement category. As a result of our Health & Safety work we have moved up from 24th place to 3rd place internally," says Karl Henrik Dahl, Managing Director in Oiltanking A/S.

THE IMPROVEMENT IS BASED on a range of criteria, such as the number of spillages, industrial accidents and absences, where there has been a clear improvement, as well as the fact that in the last three years we have invested in and put dedicated work into preventing po-

tentially dangerous incidents.

"It involves identifying and evaluating all risks. If you work with oil products there is always the danger of spillages, fire and environmental damage, and we have therefore made a major effort to prevent accidents, and to be able to react professionally if an accident does occur. Generally speaking we can say that the focus has increased on the risks that can arise, and that the staff are much more attentive and report more."

"In addition, all of our staff have completed training with breathing apparatus at the Copenhagen Fire Service, and we have purchased a fire fighting vehicle, which is part of our first response," says Karl Henrik Dahl.

OILTANKING HAS 25 EMPLOYEES at the terminal at Prøvestenen and has a warehouse capacity of 388,500 cubic metres at its disposal.

"Prøvestenen is the only suitable location for us as we distribute products to Copenhagen and to Copenhagen Airport."

Salt for the slippery winter weather

Dry bulk at Prøvestenen also includes road salt, which is currently being unloaded to be stockpiled for the forthcoming winter.



PHOTO: MAX MICHEL MANN

A bulk carrier unloads sea salt from Tunisia at Prøvestenen.

WINTER IS ON THE WAY and the first loads of road salt to combat slippery streets, roads and squares have arrived at Prøvestenen in CMP. It is GC Rieber Salt which is unloading road salt for storage and subsequent distribution to customers. The amount used is entirely dependent on how the winter turns out.

"We are anticipating 3 to 6 ship arrivals with road salt. If it is a mild winter we will obviously use less than if it is a really snowy winter. The salt will be spread on the roads of Zealand, with most of it in and around Copenhagen," says Jens Jakob Larsen, Country Manager at GC Rieber Salt.

GC RIEBER SALT HAS MOVED to Prøvestenen so that it can use bigger ships.

"We prefer to use ships of 8-10,000 tonnes, and for the most part they need the depth of water there is at Prøvestenen, 10.5 m, so it is an advantage for us to arrive here. Our own storage building at Prøvestenen has been rented out for other purposes, so we have an agreement with Norrecco A/S to receive and deliver the road salt to our customers on Zealand."

GC Rieber Salt imports around 400,000 tonnes of salt every year for its customers in the Nordic region. The road salt is usually sea salt, imported from Tunisia or Spain, but also from Brazil, Italy or Egypt.

Sea salt evaporates from salt water in large pools. It is a process which takes a year, and which is based solely on the sun's heat.

"You end up with a product that still has residual moisture, but as long as you don't add water the salt doesn't get any damper, and this is also the case when it is transported by ship. The dampness also has the advantage that the salt doesn't emit dust when it is being spread by the salt spreaders," says Jens Jakob Larsen.

Another product is rock salt, which comes from mines, in Germany for example. It is typically used in smaller types of spreader on limited areas, but also on the roads in some municipalities.

FACTS: GC Rieber Salt

GC Rieber Salt is one of the leading suppliers of salt and salt-related products in the Nordic region, and it takes care of the logistics from the production location to the customer. GC Rieber imports around 400,000 tonnes of salt every year for the Nordic markets. In Denmark it is stored in warehouses in Copenhagen and Fredericia before being distributed onwards. GC Rieber Salt A/S has its head office in Fredericia.

www.gcrieber-salt.com

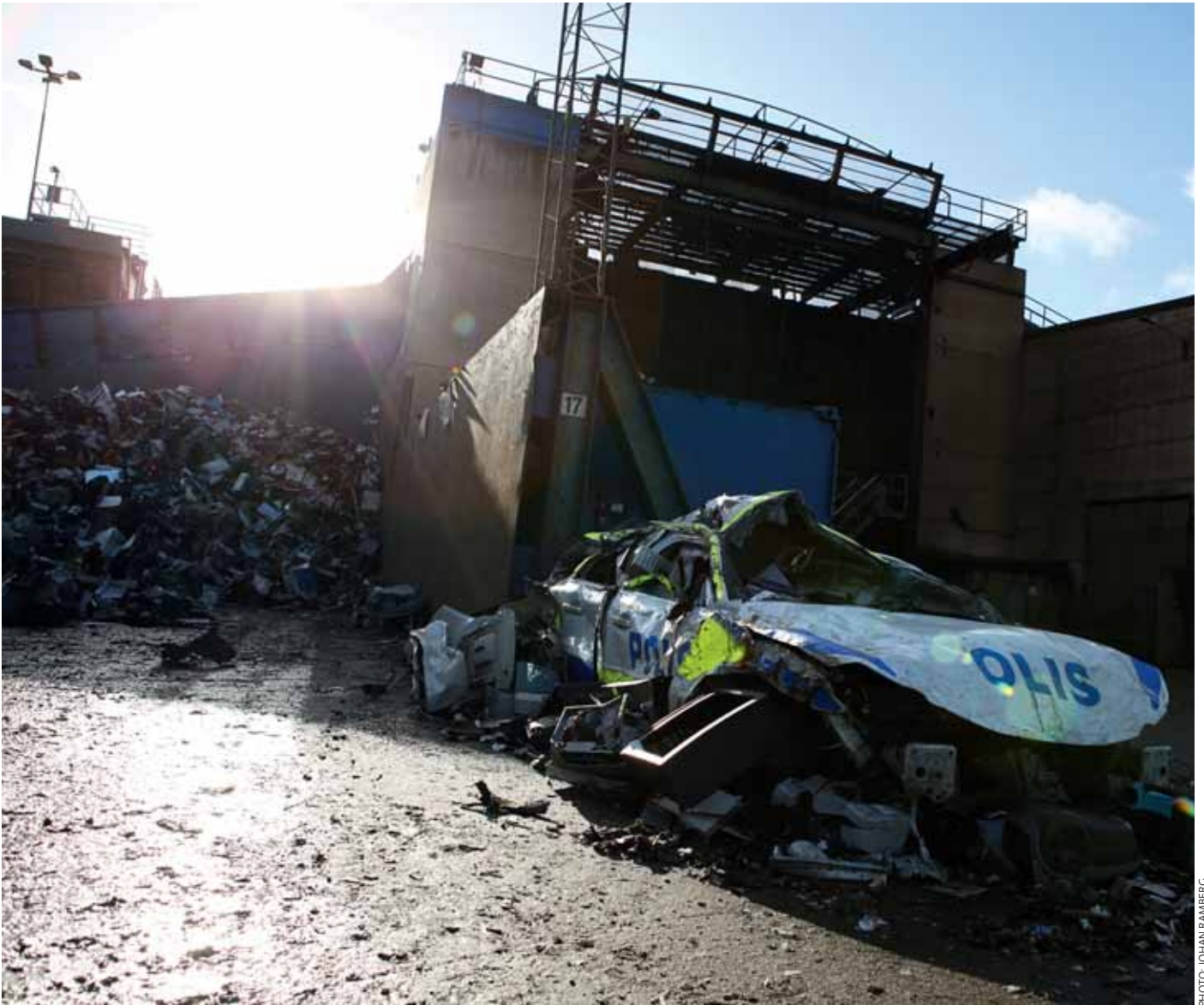


PHOTO: JOHAN RAMBERG



PHOTO: JOHAN RAMBERG

Perry Emchen,
Terminal Manager Malmö

Stena Recycling in Malmö –

Dedicated work has secured 539 days without an accident

Safety is a high priority at Stena Recycling, far out in Northern Harbour in Malmö. "All safety work entails instilling awareness", says Magnus Persson, branch manager at the fragmentation plant on Utögatan – one of two branches in the city.



PHOTO: JOHAN RAMBERG



PHOTO: JOHAN RAMBERG

Magnus Persson at Stena Recycling prioritises two things – safety and smoothly functioning production.

OUTSIDE THE OFFICE WINDOW are enormous heaps of scrapped, flattened cars. Lorry after lorry passes by outside, unloads and drives away. Old cars are fragmented here in the mill that is started up at seven every morning. The cars, which come from various scrapyards, have already had their wheels and windscreens removed, along with environmentally hazardous material like batteries and fuel. The actual mill is powered by a 3,500 horsepower motor.

Impure scrap is ground down for recycling here. The process produces different fractions of iron, mixed metals, inflammable material and residual material. It is absolutely certain that some of the material will end up in a new car somewhere in the world. Other parts become reinforcement rods. The recycled material is stored in Swede Harbour, the largest bulk port in western Sweden, while awaiting onward transportation.

"150,000 tonnes are processed in our plant every year" says Magnus Persson. 60 to 70% of the recycled material is exported. Most of it leaves the port by ship bound for countries such as the USA, Thailand, India and Turkey".

"CMP has enjoyed a long and effective collaboration with Stena Recycling. When the recycled products arrive at Swede Harbour, CMP takes over the handling before onward transportation out into the world", says Perry Emchen, Manager Bulk Malmö.

MAGNUS PERSSON HAS BEEN WORKING within the recycling industry for his entire working life. Moreover, he is third generation. He is as fascinated by the industry today as he was on his first day nearly 30 years ago.

"There have been tremendous developments within the industry. Not two days are ever the same, that's probably part of the fascination. After all, scrap looks different every day".

It is primarily the safety work that engages him. "Training my colleagues in safety and ensuring that the

production process is working, they are my top priorities".

He is happy to talk about the daily running of the operation.

"All the staff meet every morning at seven and run through the activities. It gives them an overview and generates a sense of involvement. Everyone knows what is going to happen during the coming day".

He displays an approximately ten metre long white board with headings including safety, production and quality, as well as information and tables. In large green digits on a laminated A4 sheet is the number 539. This is how many days there have been with no accidents that have resulted in more than one day's absence from work.

"Our aim is to detect the risks before anything happens. It is about awareness. 80 to 85% of all accidents involve incorrect decisions by us human beings. If, for example, you are doing something as a matter of routine, it is easy to turn off".

FACTS: Stena Recycling AB

Stena Recycling AB in Malmö is a part of the Stena Sphere with operations in areas including recycling, trade and shipping in large parts of the world. The family-owned company was founded in 1939 by Sten Allan Olsson. Today his son Dan Sten Olsson is CEO of the group, which has nearly 20,000 employees.

The Stena Sphere comprises the wholly-owned, independent groups Stena AB, Stena Sessan AB and Stena Metall AB, which includes Stena Recycling AB. Together they constitute one of Sweden's largest family-owned groups of companies. The jointly-owned company Concordia Maritime AB is listed on Nasdaq OMX Stockholm and is 52% owned by Stena Sessan AB. The parent company's head office is located in Göteborg.

www.stenarecycling.se



PHOTO: MAX MICHEL MANN

One of the world's largest bulk carriers, "Yeoman Bontrup", unloading aggregates on the quay at Prøvestenen.

Scottish and Norwegian granite for Denmark's development

is imported via Prøvestenen

The world's largest bulk carrier provides transportation from Glensanda in Scotland to CMP.

THE MANY THOUSANDS OF TONNES of granite, or *aggregates*, which pass through CMP's bulk terminal at Prøvestenen will subsequently be part of construction projects and road and railway building in Copenhagen and on Zealand. It is an indispensable element in our everyday lives.

Some of the world's biggest bulk carriers dock at Prøvestenen several times a year with crushed aggregate. The recipient is Dansk Natursten A/S, which moved into the terminal in 2012.

"We saw the potential of Prøvestenen, as it is deep enough for us to receive the big ships, and this is a clear advantage," says Réne Gosvig, Dansk Natursten A/S.

THE LARGE SHIPS INCLUDE "Yeoman Bridge" and "Yeoman Bontrup", each of approx. 100,000 tonnes. They arrive with aggregate from Glensanda in Scotland. Glensanda is owned by Aggregate Industries Ltd., which is in a joint venture with Dansk Natursten.

"We receive aggregate from 12-15 different quarries in Europe, but in particular from Glensanda and from

Halsvik in Norway. We receive a semi-finished product, which we sort in our screening plant at Prøvestenen. It becomes a purer product, which the customers prefer, without so much fine material and dust. We are now awaiting somewhat better economic conditions, so that things pick up again in the construction industry. We are ready to increase the frequency," says Kim Fynbo Nielsen, who represents Dansk Natursten on Zealand.

GLENSANDA QUARRY IS A UNIQUE place. It is a so-called *super quarry*, i.e. it is located right on the coast, where the rock can be loaded directly onto ships, and there is therefore no need to transport it for long distances over land by rail or road. Glensanda has a capacity of over 9 million tonnes a year, with reserves of more than 800 million tonnes.

Aggregate Industries has created a network of depots and terminals in ports in Northern Europe. Some of the terminals function as "virtual quarries", which can deliver a range of processed products in high volumes to the local markets at short notice.

CMP commits itself to sustainable business

This autumn CMP became a member of the nationwide SMGC network, which is engaged in sustainable business. We have to demonstrate the benefit of maintenance, and SMGC can help us to produce economic models that describe the sustainability value in decisions.

SMGC (SUSTAINABILITY MAINTENANCE GLOBAL CENTER) is a Swedish, ideas-driven economic association. Its task is to disseminate knowledge, establish contacts and generate business between companies in relation to sustainable business. In a more general interpretation it is about maintenance.

In CMP's engineering department, maintenance and economics are studied from a sustainability perspective and use of resources is therefore highlighted in the discussion. According to Mats Clementz, one of the problems is that engineers and economists talk different languages.

- Engineers find it difficult to express themselves in economic terms and economists find it difficult to understand the technical arguments. They prefer to view things in monetary terms – that's where we have to meet if we are going to be able to influence decision makers to make the long-term decisions.

HE FEELS THAT IN a larger perspective it concerns the Earth's finite resources.

- We have to make the best and most of the resources we have. We have to look at environmental aspects from both a commercial and a global perspective. If we are really clever about handling our resources then we will be cheaper. And nobody wants to do business with an organisation that wastes resources.

The companies that succeed in making the decisions that are most sustainable in the long-term have a competitive advantage. But for that it is also necessary to find a shared economic language, according to Mats Clementz.

- **CMP WAS FACING A** potential purchase of two terminal tractors for Northern Harbour in Malmö. Postponing a decision would have increased the risk of problems. We tried to quantify this risk – this loss of production. The risk of bad will from customers was also impending and the internal work environment would be negatively affected as our employees would be frustrated if they were not able to complete jobs in the time set.

- After that, he continued, we decided to buy the machines – that was the first admission of a new way of calculating.



PHOTO: JOHAN RAMBERG

But it's about more than sensible decisions on new investments in machinery.

- It's about efficient use of resources in a broad perspective. Resources can be money, people, knowledge, value of fixed assets and, naturally, our planet. Those who manage their resources most efficiently will reduce their environmental impact, enhance their competitiveness, consolidate their "license to operate", increase their earning capacity and be winners in the long term. We influence sustainability through the decisions we take in normal operations every day and when we are facing major refurbishments, modifications or replacements. Precisely what the maintenance people have been doing all the time!

Contacts were made with companies in the immediate surroundings quite soon after CMP joined SMGC. One of the outcomes was a workshop.

- We have to demonstrate the benefit of maintenance and SMGC can help us to produce economy models that describe the sustainability value in the decision.

MATS CLEMENTZ VIEWS CMP's role, together with other companies with responsibility for installations, as a distinct piece in a much larger whole.

- We have to do our utmost to take better care of our resources to keep this planet functioning.

CMP's engineering department studies maintenance and economy from a sustainability perspective.



PHOTO: JOHAN RAMBERG

Mats Clementz,
Maintenance Manager

CMP at huge trade fair in China

80,000 visitors and 1,200 exhibitors from more than 30 countries. It concerns CILF 2013 – a logistics trade fair in the Chinese city of Shenzhen, in which CMP and a joint delegation from Skåne recently took part.



PHOTO: JOHAN RAMBERG

Ann-Charlotte Halldén-Åkeson,
Key Account Manager



PHOTO: DENNIS ROSENFELDT

Johan Röstin,
CEO



PHOTO: CMP

During 2012 CMP signed a sister port agreement with Port of Shenzhen, which will pave the way for more in-depth cooperation. One example of this is CMP's participation in this year's logistics trade fair.

CILF STANDS FOR China International Logistics & Transportation Fair. It is the largest logistics trade fair in Asia and is held in Shenzhen, the megacity that is sometimes called China's Silicon Valley.

"Last spring we signed a sister port agreement with Port of Shenzhen, which will pave the way for more in-depth cooperation. One example of this is CMP's participation in this year's logistics trade fair", says Johan Röstin, CEO of CMP.

For CILF, CMP took the opportunity to invite along a number of Swedish customers and partners. The delegation included Ingstad & Co, the technology company CeDe Group and representatives from Malmö Airport, Region Skåne, Invest in Skåne and Malmö City. The delegation made several study visits, as well meeting thirty or so specially invited guests from Shenzhen and the surrounding province of Guangdong.

"We presented our operations and demonstrated that logistics is an important area for the region of Skåne, with

organisations and the business world cooperating to facilitate the establishment of new companies", says Johan Röstin.

CMP'S STAND AT THE FAIR was staffed by COO Brian Kristensen and Key Account Manager Ann-Charlotte Halldén-Åkeson.

"CILF was fantastic. It feels good that CMP – alongside other initiatives in China – is choosing to invest in this type of event", says Ann-Charlotte Halldén-Åkeson.

Along with Brian Kristensen, she had to respond to questions on everything from CMP's strategic location in Europe to the company's different services and what sort of area the port occupies.

"We noted that there was an interest in assisting in all parts of the transport chain, particularly among forwarding agents. It shows how important it is to offer a package, where services from CMP and from our partners can be combined".

Strong cruise season in Copenhagen

When the 2013 cruise season ends, the number of calls will be 346 and the number of passengers just over 800,000. Copenhagen continues to be one of the most popular cruise destinations in Europe.

"Copenhagen has become the natural hub for cruise traffic in northern Europe. We continue to be competitive and are attracting both new and returning guests. The location of the port in the capital is perfect. The airport is close by and Copenhagen is a city that attracts many different types of shipping line and guest – there is something for everyone here," says Arnt Møller Pedersen, COO Cruise and Ferries at CMP.

The biggest month for cruises was June, with 88 calls, followed by 86 in July and 74 in August. The season ends in December with five Christmas cruises. Of the 346 calls, 46% are turnaround calls, i.e. the ships take new passengers on board before departure and then passengers disembark when the cruise is over. Numerous changes of crew also take place in Copenhagen during the season. Copenhagen is therefore a sort of home port for these ships during the summer season in the Baltic Sea.

The rest of the calls are transit calls, which means that the ships visit for the day, allowing the passengers to spend six or seven hours as tourists in Copenhagen. CMP is making extensive investments to develop cruise traffic. A new cruise quay will allow 500 calls a year from the start of 2014. Three new state-of-the-art terminal buildings are also being built for the turnaround business.

"We are pleased to be able to contribute to the development of the tourist industry by creating the best possible conditions for cruise traffic," says Arnt Møller Pedersen.

Top six nations for cruise passengers in Copenhagen:

1. Germany (25%)
2. USA/Canada (22%)
3. United Kingdom (14%)
4. Italy (7%)
5. Spain (4%)
6. Australia (3%)

2013 was also the first cruise year with turnaround calls for Malmö, with the Spanish cruise operator Pullmantur's ship Empress calling ten times with just over 36,000 passengers.



Work in November on the new port area including the cruise ship quay in Copenhagen, in operation Spring 2014.

PHOTO: CONFIDENT APS

CMP commended again for quality policy

For the second year in succession, CMP has been awarded the prestigious Certificate of Achievement for its work to ensure the quality of freight handling for car carriers. The award is from one of the world's largest transport companies, the Japanese shipping company, NYK Group Europe.

- The fact that we have received the award again is an indication that we are leading the way in terms of damage prevention work within this area, says Björn Larsson, terminal manager at CMP, who received the prize on site in Italy in the summer.

- Our damage rates within car handling are as low as 0.006% on the volume handled in our loading and unloading operations, he continues. This is as much to do with preventive work as the staff's input, as they are aware of obstacles and security of supply.

Every year NYK Group Europe holds a "Safe and quality meeting" for ports that the company engages. The reason that the ports meet is to ensure the quality of ship operations and customer requirements. This year's conference took place in Gioia Tauro in Southern Italy.

He does not hide the fact that CMP's car terminals are focused on winning the award next year too. Third time lucky as the saying goes!

- Naturally, it would be hugely satisfying to receive the award for a third year.

Record-breaking tanker in the oil port

On 14 October a record-breaking tanker arrived at the oil port in Malmö.

- It is the biggest ever, confirms Jens Haugsöen, manager of the oil port in Malmö.

The tanker Overseas Redwood arrived at quay 1004 on Monday afternoon. The ship has the maximum permissible length, i.e. 250 metres, and a margin of just one metre width-wise. The maximum width is 45 metres.

-The ship loaded 91,000 cubic metres of vacuum gas oil, i.e. 80,000 tonnes, says Jens Haugsöen.

CMP's customer in this case, STS – Scandinavian Tank Storage, specialises in vacuum gas oil. This type of oil is primarily bought from older, unmodernised refineries. Subsequently the buyer mixes it with crude oil. It can then be upgraded to petrol and diesel among other products. The large shiploads always go to the USA, the next stop for Overseas Redwood is Texas.

- The ship only left the yard three months ago, which means that it is completely new. It was built in Korea, says Jens Haugsöen.

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PROFILE: HELLE MINDEN

Maintains an overview of Prøvestenen

CMP's business areas of Oil & Bulk are physically located at Prøvestenen, but the threads are collected in the head office on Containervej. This is where Helle Minden has the large-scale overview of the customers' lease contracts, payments and agreements. She was employed as administrative assistant in Oil & Bulk in January this year, which makes her relatively new to the operation.

"I CAME FROM A JOB in a small contracting business, so coming to CMP was something of a change, with a lot more colleagues and a much larger range of work," says Helle Minden.

Even though Prøvestenen is some way away, Helle is pleased to be working at Containervej.

"I have a large range of contacts here with the other departments, and it is an open and friendly workplace. My colleagues have been very nice to me, and I have fitted in quickly."

SHE LIKES BEING CLOSE to the water because she is also attracted to it in her leisure time.

"In the summer I row in a rowing club, and I have joined CMP's diving club as the first female member. I have taken my certificate under CMP's guidance. I took it at diving school during August, so I am actually quite new. I find it incredibly exciting." However she assures us that the diving doesn't take place in the dock.

At the time of speaking to Helle, she hadn't met the others in the diving club apart from the chairman Tonny Fasting.

"I haven't been out with them on a diving trip yet, as no trips have been planned in the locality.



PHOTO: MAX MICHEL MANN

"I came from a job in a small contracting business, so coming to CMP was something of a change, with a lot more colleagues and a much larger range of work", says Helle Minden.

However, I get the impression that they think having a female diver is "cool", even though I am completely new."

IN HER PRIVATE LIFE, Helle lives with her partner and their four children from different marriages on Amager, where she can also cultivate her other major interest, namely riding.

"I ride together with my 12 year old daughter, it's a good opportunity to be together with her and have a chat. And I also massage horses. They need their joints and muscles massaging as much as we do, and they seem to like it."