

# NEWS

**THEME Full Service Port**

**The Danish Minister of Transport is encouraging investments**

**Flexible services**

**Increased volumes 2013**

NEWS FROM COPENHAGEN MALMÖ PORT ● No 1 2014





Structural components for construction of the Metro in Copenhagen

## Investments in infrastructure

The quantity of freight is increasing. It is therefore important to make long-term investments on both sides of the Sound. So says Denmark's new Minister of Transport, Magnus Heunicke.

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## Room to manoeuvre – a must

CMP's deputy CEO Lennart Pettersson is winding down. Looking back over his career, he emphasises the importance of owners and operators creating room to manoeuvre for the port operation.

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## Top quality cruises

Copenhagen is the largest, most popular and most praised cruise destination in northern Europe. The key words behind these successes are service and quality.

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## Flexible and tailored

Being a full service port means that CMP takes an overview and suggests a range of solutions for a customer, CMP's COO Johan Ullenby stresses.

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## Not just shipping

A port is more than just shipping. The metro in Copenhagen is being extended and CMP is letting both land and warehousing for storage of building materials and machinery.

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## Freight volumes increasing

CMP increased freight volumes during 2013 as well, despite a hesitant economic situation. Dry bulk and RoRo are among the operations that increased most.

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## GSC – a global network

The General Stevedoring Council is a global association for stevedoring operations. CMP's CEO Johan Röstin is president of this network, which is holding its annual meeting in Malmö in 2014.

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## Profile: Haidar unloads RoRo in Malmö

Haidar Hussein loads and unloads RoRo vessels in Malmö – usually three ships per day. He enjoys working in Northern Harbour, where the RoRo Terminal was opened as recently as 2011.

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# Full service port – a success concept

**IT IS A NEW YEAR AND TIME** for the first issue of CMP News. The theme is "Full Service Port", highlighting CMP's wide-ranging operations in Copenhagen and Malmö. I am referring to the fact that we receive all types of ships and can handle all types of freight in our facilities. Full service entails offering a breadth of technical solutions, but it also entails know-how and experience. In this issue of the magazine we provide various examples of what this means in practice, e.g. within cruises and PTO (port & terminal operations). I feel that our COO Johan Ullenby sums up our full service concept well when he emphasises that it is about being flexible and trying to find solutions tailored to each customer. And developing with customers means that we can establish more effective flows of goods.

**I FEEL THAT OFFERING** a wide range of services with a breadth of facilities also makes CMP a less vulnerable company. Now that the freight statistics for 2013 have been compiled, we can see that volumes have increased this year too. Despite the hesitant economic situation, we have moved our positions forward a bit more – and done so in a situation where the majority of ports in the region are losing volumes. This is a show of strength from CMP and proof that it pays to have a wide scope as well as offer a high level of capacity and quality in each individual business area.

**WE ARE EXTREMELY PLEASED** that the Danish Minister of Transport has contributed to this issue of our magazine. In the article, Magnus Heunicke gives his views on the infrastructure investments being made in the region, CMP's role as a logistics hub, and other issues.

**THE MAGAZINE ALSO INCLUDES** a list of cruises with all the ships that will be calling during 2014. Cruises are one of our most successful operations. It is presented in an article in this issue, and is a further example that CMP really is a "Full Service Port".

Pleasant reading!

Johan Röstin, CEO of CMP

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Distributor: Johan Röstin.

Authors: Nils Francke, Kajsa Jacobsson, Fredrik Lilieblad and Lotta Solding.

Contact address: CMP, Terminalgatan 18, Box 566, 201 25 Malmö, Sweden.

CMP, Containervej 9, Box 900, 2150 Nordhavn, Copenhagen, Denmark.

Subscription: Anette Lindgren, [anette.lindgren@cmpport.com](mailto:anette.lindgren@cmpport.com).

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Denmark's new Minister of Transport, Magnus Heunicke:

# We are making substantial investments in infrastructure – which will also benefit freight transport

The newly appointed Danish Transport Minister Magnus Heunicke (S) answers questions from CMP on the extent to which the major investments in road and rail are also to the benefit of freight in the Danish-Swedish region

**MAGNUS HEUNICKE HAS RECENTLY TAKEN OVER** the post of Transport Minister. He is taking over in an exciting period, where massive investments will give the Danish infrastructure a badly needed boost. CMP asked the Minister whether freight transport in the Öresund region will also be accommodated.

*How can we strengthen the Öresund region's importance from the Danish side in relation to freight?*

"It is important that we have a satisfactory framework within which CMP can develop its operations. As Minister for Transport, I can be involved in this. However, the port is also responsible for developing and investing in those business areas which it deems to have long-term perspectives. It is important for growth in the region that the port is doing well".

*Investment in growth is taking place on both sides of the Sound. Can CMP position itself as a strong strategic partner?*

"I feel it is positive that CMP is investing in the long-term on both sides of the Sound. We know that the volume of goods will increase in the future, and CMP's plans to expand terminals on both the Danish and the Swedish side provides an opportunity for CMP to consolidate its position as a hub for freight transport".

*How will the overall investments in infrastructure support growth in the region, and particularly in Copenhagen?*

"The arrangements we have made in the transport area in recent years represent a substantial investment in infrastructure in Denmark, as well as in projects which promote the mobility of freight transport in the Copenhagen region. It is first and foremost the expansion of the Køge Bugt Motorway, but also the new railway between Copenhagen and Ringsted, which will facilitate the passage of freight in the region. We will shortly be presenting a proposal for a port tunnel underneath Copenhagen's port. If viable financing can be found, and local problems of access etc. can be resolved, this is a scheme which can create development in the capital. For CMP too, which will obtain better access conditions".

*What is the significance of the EU designating CMP a Core Port?*

"I am delighted that the EU Commission has prioritised making CMP a core network port in an EU context. It means that the port has been designated a central hub in the trans-European transport network, and it will be better placed to obtain EU support in collaborating with other actors in the region. It goes without saying that I hope CMP exploits the



PHOTO: DENNIS ROSENFELDT

opportunities that come with being a core network port".

*How will the increased environmental requirements affect the shipping and transport sectors in the coming years?*

"From 2015, international requirements will be introduced demanding that ships sailing in the North Sea and the Baltic reduce their emissions of sulphur and other pollutants. I know that the industry is working hard to meet these requirements. It is therefore important that ships are able to refuel with alternative fuels such as liquefied natural gas in the ports, and I hope that as a core network port CMP is involved in making it possible".

*How do you perceive the potential for Copenhagen to maintain its position as a leading cruise port?*

"The new cruise quay and terminal is an incredibly lavish project, which will cement Copenhagen's position as an attractive cruise destination. I feel there are excellent prospects for the port to continue the last ten years' growth in the number of arrivals and passengers. I am delighted that the decision has been taken to build a metro line to Nordhavn, making it easier for cruise passengers to get in and out of the city. It will also be easy for cruise passengers to travel to and from Copenhagen from abroad, making Copenhagen an attractive destination. I hope that the airport's work on attracting new intercontinental routes to Denmark is successful as it will have a positive effect in relation to cruises as, for example, Chinese tourists will be able to fly directly to Copenhagen"

"CMP has benefitted from having access to new land when port operations have had to be moved or expanded, or new terminals have been established", says Lennart Pettersson.



PHOTO: JOHAN RAMBERG

# Room to manoeuvre – a must for the port operation

"Nothing stays the same, the port owners and operators must therefore think in the long-term and adapt their activities over time." This is something that Lennart Pettersson emphasises as he looks back over his thirty years working in ports. He is now winding down as deputy CEO for CMP.

**IT WAS IN THE MID-1980S** that Lennart Pettersson started his career in what was then called Malmö Sjöterminal AB. In 1990 the municipal port administration was incorporated in Malmö Sjöterminal. In 1995 the company was restructured into Malmö Hamn, where he became deputy CEO. The biggest change came in 2001 when the ports in Copenhagen and Malmö merged and CMP was formed – a business where Lennart Pettersson was deputy CEO until the turn of the year 2013/2014.

After almost thirty years, the time has arrived to wind down. Lennart Pettersson will be working part-time at CMP, focusing on strategic projects. And summing up his years in the port world, he emphasises the importance of coping with adaptations and changes.

"When I started my career it was general cargo, bulk loads and ferry services to Denmark that predominated. Today Copenhagen is northern Europe's major cruise destination and Malmö is Scandinavia's largest port of importation for cars", he observes. It demonstrates how great the changes are that a business might have to undergo, and how important it is that port owners and operators think in the long-term.

"Nothing stays the same, so it is important to exploit the opportunities that arise and create room to manoeuvre for the operation", he continues. CMP has benefitted from having access to new land when port operations have had to be moved or expanded, or new terminals have been

established. This is unique and has enabled construction of Northern Harbour in Malmö and expansion of our car imports. A new cruise terminal will be opened in Copenhagen in the spring, and in the long-term the container operation will be moved to new areas in Nordhavn which are being created from landfill.

**IT IS EQUALLY IMPORTANT** that quays and other permanent facilities are adapted to new types of freight and that access roads and other infrastructure around the port is developed. In this context it entails working together with politicians, authorities, trade associations and other actors involved with transport and logistics issues.

Within CMP the long-term development work is linked to the visions which the company started to formulate some ten years ago. They extend 20 years into the future and focus on the expansion of CMP's port terminals, land for the port's customers and the surrounding infrastructure. These visions of the future are updated regularly, most recently in the autumn of 2013.

When Lennart Pettersson looks back on the years that have passed, there is one thing he is particularly proud of.

"That the operation in CMP has been successful. Volumes of both cargo and cruise passengers have increased, and the port has delivered excellent financial results year in year out".

# We must perform at our best at all times

Service and quality are crucial if the passengers are to choose Copenhagen and Malmö as destinations, both in terms of the detail and the overall plan.



PHOTO: MAX MICHEL MANN

For the 2014 season, CMP has 313 additional arrivals and 750,000 passengers on the calendar in Copenhagen and 12 arrivals with 35,000 passengers in Malmö.

**CMP AND COPENHAGEN HAVE** received a long list of awards and distinctions from the travel and cruise industry in recent years. This hasn't been simply for receiving ships and passengers and sending them off again. If this level is to be maintained, there are an enormous number of details which have to be in place when shipping companies, ships and passengers are serviced.

"We are continually being measured on our performance. Our collaborative partners and ourselves must therefore perform at our best, and also develop our product. It applies to both the overall plan in relation to the collaboration between the ports, and the detailed plan when meeting passengers", says Arnt Møller Pedersen, COO Cruise & Ferries, CMP.

"For passengers, it is part of their holiday, and it must be a positive experience. Turnaround can involve 3,500 passengers, all of whom have to embark or disembark. The formalities have to be in order while waiting times must be as short as possible, so it is crucial that we have good contractors and collaborative partners to provide a smooth process in the terminal".

**CMP'S NEW OCEAN QUAY** was built as a dedicated cruise quay, and the first ship to arrive there on 2 May will be "Legend of the Seas". It will deliver a lot more space, and will also enable an enhanced service level for passengers and ships.

"It is important that the passengers' experience is positive at all destinations during their cruise, as one inferior experience can affect all destinations, that's why we work closely in collaboration with the other ports and destinations in our region".

One of the networks is Cruise Baltic, comprising 28 destinations in ten countries, where CMP is involved in developing the collective service standards and best practice when meeting passengers.

**ONE OF CMP'S LATEST INITIATIVES** is to establish a cruise quay in Visby on Gotland.

"Gotland is an obvious target for growth in cruise tourism, however, the port in Visby has no more capacity. Region Gotland and CMP have therefore entered into an agreement this year to develop Visby as a destination, thus increasing the quality of the cruises in the Baltic, which frequently start from CMP", says Arnt Møller Pedersen.

Gotland and CMP will develop a concept for a new cruise quay, with the capacity to receive two large ships simultaneously. All large ships currently tender passengers ashore in Visby, and it is therefore only possible for a few of these ships to anchor in the roadstead.

CMP will operate the terminal and lease the facilities from Region Gotland on a long-term basis. It is expected that the terminal will be ready to receive ships for the start of the 2018 season.



PHOTO: DENNIS ROSENFELDT

Arnt Møller Pedersen  
COO Cruise and Ferries



PHOTO: JOHAN RAMBERG

Johan Ullenby, COO Port and Terminal Operations

# Flexible and adapted solutions is the model

CMP shoulders both the official role and that of the owner, as well as operational responsibility for Malmö's and Copenhagen's ports. It enables flexibility and the opportunity to tailor solutions based on customers' needs.



PHOTO: JOHAN RAMBERG



PHOTO: JOHAN RAMBERG

"We want to establish close collaborations with customers, partly to get to know them, and partly to create flows that are as effective as possible", says Johan Ullenby, COO of CMP.

**"IF, FOR EXAMPLE, A CAR CUSTOMER** wants to have rapid access to more storage areas, then it is simple for us to arrange it. With everybody around the same table we can react quickly and interactively", says Johan Ullenby, who has been the new COO for Port & Terminal Operations at CMP for the last few months.

From the customer's perspective, it is undoubtedly an advantage to have just one party to whom to address requirements and questions. It might be anything from customs issues and options for storage, warehousing, security and waste issues, and naturally unloading and loading of ships. If the service requested cannot be supplied directly by CMP, there is a wide circle of contacts available.

**"WE CAN TAILOR SOLUTIONS** and put the customer together with, for example, crane companies or hauliers. When customers come to us with their wishes, we can take an overview and suggest different solutions. We are already good at this today, but we must become even better", says Johan Ullenby and adds:

"Our customer might be anything from a shipping company or a haulier to an end user. We want to establish a close collaboration with the customer, in part so that we can get to know them and in part so that we can

assist in creating flows that are as effective as possible. I believe that we develop even more together, if we work more closely with those who need the port.

**ONE COMPANY THAT HAS BEEN COLLABORATING** with CMP for many years is the Spanish steel business Acerinox. Its ships arrive in Malmö two or three times a month with stainless steel. CMP brings staff together to unload the steel prior to each arrival.

The material is driven directly into a warehouse, where it is stored and sorted. After a short period in storage, some of it is collected and shipped onwards into the Nordic region by road. The remainder is driven by CMP's staff to Acerinox's own warehouse, which is located adjacent to CMP in Frihamnen. CMP can also help with customs documentation and, if so required by Acerinox, order haulage via Acerinox's contract with forwarding agents.

"We have been working together for a long time, and understand each other. We are quite simply "welded together" and have been weighing up these issues for many years. That's why it runs as smoothly as it does today. When changes of various kinds arise, we resolve them quickly", says Torbjörn Larsson, Technical Manager at Acerinox in Malmö.

New concrete panels are arriving every week for the Metro tunnel and they will be stored temporarily on CMP's terminal.



PHOTO: DENNIS ROSENFELDT

# The port is about more than just shipping

CMP is attractive to partners other than those in shipping. The port is receiving and storing 22,000 tunnel components for Copenhagen Metro, and the contractor is keeping its large tunnel drilling machines here



PHOTO: DENNIS ROSENFELDT

Jacob Fogh, Terminal Manager Copenhagen

**CITYRING, THE EXTENSION TO THE** Copenhagen Metro, is a gigantic project with two parallel tunnels, each of 15.5 km, and 17 new stations. It involves major engineering works in the centre of the city, and large quantities of materials are required to keep the construction going.

CMP is also playing a role in the project, as all the pre-fabricated concrete panels which will be assembled in the new tunnel will be unloaded at the terminal in Copenhagen. However, it involves more than the actual port function.

"The metro needs 22,000 tunnel components in the period up to 2018, and they will be arriving continuously by sea here to the terminal. However, we are not just receiving the weekly arrivals, we are also leasing space for the components to be stored at the terminal until they are utilized at the construction sites", says Jacob Fogh, Terminal Manager, CMP.

**CMP IS HANDLING THE COMPONENTS** from ship to storage, and has acquired five new machines specifically for this purpose. It is subsequently the haulage contractor DSV a/s which is responsible for transporting the components to the construction sites as and when they are needed.

In addition, CMP is leasing two warehouses to the contractor for the Metro project, which is using them to receive and assemble the large tunnel drilling machines which will drill the tunnels for the Cityring and mount the 22,000 concrete panels en route.

**"CMP'S LOCATION SO CLOSE** to the centre of Copenhagen makes it obvious that we are involved in the project. We have to offer solutions making it attractive for contractors and other customers to use our facilities in this way. We also hope that we can be involved when the most recently approved branch of the Metro line out to Nordhavn is built", says Jacob Fogh.

**FACTS:** Metro Cityringen

Cityring consists of a 15.5 km track with 17 underground stations down to a depth of 35 metres. The investment budget is DKK 21.3 billion. Cityring is expected to carry about 233,000 passengers a day.

[www.m.dk/cityringen](http://www.m.dk/cityringen)



PHOTO: JOHAN RÖSTIN

CMP's freight volume increased by 2.3% during 2013. And it was dry bulk and RoRo which increased most.

# Increased growth in goods volumes for CMP

The goods volumes in Malmö and Copenhagen continued to increase during 2013, despite an expectant market.

**THE TOTAL QUAY TONNAGE** increased by 2.3 percent from 14.1 million tons in 2012 to 14.4 in 2013. The increase was mainly due to dry bulk in both Malmö and Copenhagen, and within the RoRo sector. The latter as a result of Finnline's growth.

- Concerning dry bulk we can see a positive development both in our new area of Prøvestenen in Copenhagen and in Malmö, says Johan Röstin, CEO.

**SEVERAL BUSINESS AREAS AND CUSTOMERS** have increased their volumes, amongst others within stone, gravel and scrap metal.

Oil has increased in terms of local supply in both Malmö and Copenhagen, where deliveries of aviation fuel to Kastrup have been the most significant. Cruise traffic has also had a good year and ended up at the same level as 2012.

- Bearing in mind the economic situation in Europe and the rest of the world, this is a good result", says Johan Röstin.



PHOTO: DENNIS ROSENFELDT

Johan Röstin, CEO



PHOTO: DENNIS ROSENFELDT

# CMP leading the GSC association

**THE GENERAL STEVEDORING COUNCIL (GSC)** is a global association for stevedoring operations. It was set up in 1970, has fifty or so member companies and acts as a meeting place for leading executives from ports throughout the world. GSC pursues industry-wide issues, stands for an active exchange of ideas and knowledge, and offers courses for specialists in the industry. CMP has long been a member of GSC.

"And it gives us a number of benefits. We gain access to a fantastic network, where key figures from all major ports with stevedoring operations meet and discuss mutual issues. In addition, GSC has a number of courses that are unique in the industry, and which CMP's employees can attend", CMP's CEO Johan Röstin sums up.

The presidency moves between the member companies and during 2013/2014 Johan Röstin is president of GSC.

"This gives CMP an even greater chance to influence the issues that the organisation addresses. During the year as president I can also contribute to implementing GSC's long-term strategies, e.g. in issues pertaining to safety and the environment", he says.

**EVERY SPRING GSC HOLDS** its annual meeting, where the members discuss industry trends and issues relating to strategy and development. For 2014 this meeting will be in Malmö, 11 – 14 May. CMP is host for the event. The theme is safety, work environment and climate change.



## Hapag-Lloyd launches Sweden-Denmark Express

**THE GLOBAL SHIPPING LINE HAPAG-LLOYD** is now launching its own Sweden-Denmark express (SDX) route.

The new line will run once a week from Hamburg directly to Copenhagen and then on to Helsingborg and Århus in Denmark, subsequently returning to Hamburg. The maiden voyage will take place on 14 March this year.

"Hapag-Lloyd has been a customer of CMP for many years and we are now looking forward to developing the collaboration to include the new line. It is naturally positive that as a port we can offer our customers additional services to and from Copenhagen. This will contribute

to moving freight transport from road to sea, says Jacob Fogh", Terminal Manager at CMP.

**WITH A FLEET OF OVER 150 MODERN SHIPS** and a total of some 100 routes between all continents, Germany's Hapag-Lloyd is one of the world's leading shipping lines. The company has a presence in more than 300 locations in 114 countries and has 7,000 employees.

From CMP's side we are keenly anticipating the new line and the staff are well prepared to receive the first ship when it arrives in Copenhagen.

## Collaboration to lift cruise tourism

Through a collaboration between Region Gotland and Copenhagen Malmö Port (CMP), Gotland is to become a strategic goal for the growing cruise tourism traffic in the Baltic. A new quay for cruise ships is an important necessity.

"Despite the fact that all cruise ships that move in a north-south direction in the Baltic pass by Gotland, the island can no longer keep up with cruise tourism development. The lack of a quay is the biggest problem. We are consequently very happy to commence collaboration with CMP, who we can develop activities with", says Åke Svensson, Chairman of the Regional Board.

"We see great potential in Gotland as a cruise destination and as another stop-off point in our cruise programme", says Johan Röstin, CMP's CEO.

The MOU means the parties shall produce a common business concept to strengthen the parties' market positions in the cruise industry, work out a long-term function and marketing plan and financial model for a new cruise quay and the necessary service structure to be developed with Gotland's commerce.

The goal is to have agreed on a long-term collaboration agreement by 31st December 2014. In parallel with the negotiations Region Gotland is mustering strength to be able to start construction as soon as possible. A new quay can be ready for use by 2018.

Commerce also is faced with preparing for receiving significantly more visitors, and over a longer season than the traditional summer vacation period.

During the period 2000 to 2012 the number of cruise passengers in the Baltic rose from 1.1 million to 4.2 million. A cruise quay in Visby is estimated to increase the number of calls to around 150 cruise ships annually, with an average passenger load of around 1 700 passengers per vessel, generating income to commerce of around SEK 90-130 million SEK per year.

## Upgraded Oslo ferry back in service

DFDS Seaways' ferry "Pearl Seaways" has undergone an extensive refurbishment of its passenger facilities and is back in service on the Copenhagen-Oslo route.

"Pearl Seaways", one of DFDS Seaways' two popular ferries on the route between Copenhagen and Oslo, has been through a



Plan for the new cruise quay in Visby

ILLUSTRATION: BILD & REKLAM

major planned remodelling and freshening-up in the Fayard shipyard in Fredericia.

It arrived back at CMP on 21 January, with work continuing on-board until it was put onto the route on 24 January. In the meantime, it was possible to enjoy the rare sight of both Oslo ferries at the quay at the same time when "Crown Seaways" docked in the terminal at CMP. The two ships normally only pass each other en route.

Over the course of 24 days the passenger facilities on "Pearl Seaways" were remodelled and upgraded, including additional new luxury cabins, a new restaurant Little Italy, better conference facilities and an upgrade to the Columbus Bar. During its stay in the shipyard, "Pearl Seaways" also had its hull cleaned and painted and its propeller polished to reduce resistance in the water.

"Crown Seaways" will undergo a similar renovation, and will therefore be taken temporarily out of service on 10 March.

## New Danish frigate arrives in Copenhagen

Many different types of ship have called into CMP, recently the Navy's newest frigate arrived on a visit

One of the Danish Navy's brand-new frigates, "Peter Willemoes", docked briefly at Toldboden in Copenhagen on 7 February. The ship was launched last year and after testing was officially delivered to the Navy on 10 January this year.

The advanced ship is the Navy's first anti-air-warfare frigate, with the focus on air defence duties, but it can also undertake other sorts of tasks required of a modern navy. Its primary armaments include surface-to-air

and surface-to-surface missiles, as well as guns and torpedoes. The frigate also has a Lynx helicopter on board.

The frigate is 138.7 metres long and 19.75 metres wide, with a crew of 101. In addition to "Peter Willemoes", the Navy will be putting another two new frigates into service during 2014, "Iver Huitfeldt" and "Niels Juel". The three new frigates in what is called the Iver Huitfeldt class represent a significant upgrade to the Danish strike force.

## Maiden voyage to the port in Malmö

Barely one month old, Fremantle Highway from the K-line shipping company, arrived at Frihamnen in Malmö on Monday 27 January. The ship, which was built in Nagoya in Japan, sailed to Malmö via Zeebrugge in Belgium.

"Fremantle Highway is loaded with a large quantity of Toyota cars. Increasing numbers of shipping companies are renewing their fleets with so-called PCTC vessels (Pure Car/Truck Carrier). In the newer ships the unloading and loading decks have been corrected and renewed, which produces a safer handling environment for us", says Björn Larsson, Terminal Manager at CMP.

The ship, which is owned by K-line, is 199.97 metres long and is 59,525 GT (gross tonnage).

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## PROFILE: HAIDAR HUSSEIN

# Haidar is content with work and life

**HAIDAR HUSSEIN MOVED FROM** Iraq to Sweden in 2003. Three years later he started as a language trainee at CMP. He has been here ever since.

Bulk was Haidar Hussein's first department at CMP. Five months later he moved to the car department to work as an extra.

"I was permanently employed almost immediately", he says.

Haidar got on very well in the car department, however, when the possibility of a job as a dock worker in the RoRo department in Northern Harbour turned up, he was nevertheless willing to try something new. He talks appreciatively about his workplace and not least the office itself. Everything is new and clean, completed just in time for Northern Harbour's opening in 2011.

"For example, we have our own gym with shower and sauna, and massage chairs," he says, showing the premises.

Bearing in mind that we sometimes have free hours in the middle of the day, they will come in handy.

The generous dining room accommodates the staff and more besides. There are four different teams here, as well as the supervisor.

"There are six guys in my team and sometimes also a girl who comes in when we are particularly busy.

**THEY OFTEN START AS EARLY** as six in the morning and some working days don't end until 11 in the evening, but if that is the case they have a few hours off in between. Sometimes Haidar and his colleagues have to work an evening shift and sometimes at weekends. Haidar likes the varied working hours.

There are usually three vessels a day to be unloaded and loaded. They all come from Travemünde.

"We mainly load and unload trailers, but once a week it is containers which arrive on special container ships.



PHOTO: JOHAN RAMBERG

"You have to get moving the moment the boat has docked. I don't want to call the job stressful, but you have to be prepared", says Haidar Hussein.

Containers actually belong to a separate department where Haidar and the RoRo gang help when needed. Containers are shipped on special container ships and are handled with reachstacker trucks, for which Haidar is also trained.

"You have to get moving the moment the boat has docked. I don't want to call the job stressful, but you have to be prepared. The ships stay in port for three hours. The job also requires you to be alert in order to avoid damage or injuries.

Haidar is content with the job and with life in general.

"I had to start from nothing when I came to Sweden. I met my wife a few years later and we now have a three and a half year old son. Life is sweet.