

**Waste management plan for Ship Generated Waste.  
Copenhagen Malmö Port, Copenhagen**

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## **ABOUT CMP**

CMP is a Swedish-registered limited liability company. The company is a port- and terminal operator in Copenhagen (Denmark) and Malmö (Sweden). The company is owned by Udviklingselskabet By & Havn I/S (50 %), Malmö stad (27 %) and various private owners with 23 % of the shares in total.

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## **PURPOSE**

The purpose of this waste plan is to describe reception facilities at Copenhagen Malmö Port's operating areas in Copenhagen. CMP is affiliated to the UN Global Compact and wishes to support the UN World Goals.

It is essential that the delivery of waste and cargo residues is carried out as described in this plan to ensure the protection of the marine environment and to ensure the best possible use of waste resources. CMP encourages our customers to work for an optimal separation of waste fractions just as CMP ensures that recyclable fractions are used environmentally correctly. It is also a basic principle of our reception facilities that hazardous waste must not be diluted or mixed with other hazardous waste.

## **Responsibility and liability**

According to BEK No 1396 of 25/11/2016 Applicable (Hereinafter BEK No 1396) Chapter 6 § 15, the manager of the port must draw up and maintain a plan for the reception and handling of waste from ships. The waste plan can be found on the CMP website [www.cmport.com](http://www.cmport.com).

The shipowner shall be aware of the accuracy of the master's/agent's information on waste, nature, composition, quantities, and time of collection.

## **General information about CMP waste Reception Facilities**

### **Reception Facilities**

According to current legislation and guidelines, CMP has established the following reception facilities in CMP's operating areas in Copenhagen.

CMP's reception facilities consist of containers for waste, mobile tankers for slop and sewer spill water, and a fixed reception system for sewage wastewater at Oceankaj. All waste is collected and collected by approved transporters registered in the Danish Environmental Protection Agency's waste register, see Chapter 11.

According to the Executive Order on Standard Rules for Compliance with Order in Danish Commercial Ports § 21, waste may, unless otherwise agreed with the port authority, not be unloaded, or placed on the port area. Installed waste containers must not be used for environmentally harmful and hazardous products, substances, and materials. Containers are intended only for general ship-generated waste.

Under the Executive Order on Standard Regulations for Compliance with Order in Danish Commercial Ports § 23, it is prohibited to incinerate, flush, pump out or deposit any solid or liquid waste, including oil, chemicals, toilet waste, liquid waste from the ship's gutters and the like, as well as residues or water containing such substances, in the port area.

### **Offloading and notification obligation (SafeSeaNet)**

In accordance with SO no. 1396 Chapter 4 Section 11, the master of a ship calling at a port is obliged to ensure that all operational waste and cargo waste are discharged to the port reception facility; however, in accordance with paragraph 2, which provides that, if the notification stated in Section 12 is documented, and if the quantities of waste involved are small and can be retained on board in an environmentally safe manner, and if the waste, together with waste subsequently generated, can be discharged at a later port of call, the master is exempt from the obligation under item 1.

According to BEK No 1396 Chapter 4 § 12(3), notification must be made electronically via SafeSeaNet.

## Ordering from CMP Annex 1

Ships that, in accordance with their obligation to notify SafeSeaNet, wish to land waste at CMP in Copenhagen, must complete and send **Annex 1 CMP Waste order form 2020**, by e-mail to the Port office.

- E-mail [portoffice@cmport.com](mailto:portoffice@cmport.com) (24H)
- Phone +45 35 46 11 38

**Annex 1 CMP Waste order form 2020** should be forwarded at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours.

For Emergency pyrotechnics, MOB smoke floats and Fire extinguisher at least 3 working days of notice must be given; see Section 11.

## Payment for reception of waste

According to the Order on ship waste reception facilities, the delivery of waste by ships and the waste plans of ports, payment for the reception and management of ship-generated waste shall be included in the normal port levy. However, the driver of the port shall be entitled to demand a separate payment as described in Section 13 of BEK No 1396 of 25/11/2016).

### Driftsaffald

Waste is defined as: any waste, including waste water, and residues other than cargo residues produced while a ship is in operation and falling under Annex I (Oil), IV (Sewage) and V (Garbage) to Marpol 73/78, as well as cargo-related waste as defined in the Guidelines for the implementation of Annex V to Marpol 73/78.

### Lastrester

Cargo residues are defined as: residues of cargo materials in cargo holds or tanks after unloading and cleaning, including residues from the load and spillage during loading/ unloading.

As regards the collection of the part of the waste related to the ship's cargo, CMP has set up reception facilities. The costs of disposing of cargo residues are borne by the ship and settled according to the CMP's List of Charges.

For state ships and other ships that do not pay normal port charges, the fees are also settled according to the CMP's List of Charges.

## **Waste delivery receipt & Registration of collected quantities**

Once CMP has received documentation of collection, treatment and disposal, the Waste receipt will be sent to the ship/ agent.

Once ships have delivered waste, ownership of CMP is transferred. Waste fractions and quantities per ship/facility are recorded on an ongoing basis. Proof of destruction by incineration shall be forwarded to the Border Veterinarian in Copenhagen. Waste management costs are available on CMP's website.

## **Consultations and reporting on alleged inadequate waste reception facilities**

CMP conducts continuous visual inspection of existing reception facilities and continuously organises facilities so that there is always sufficient capacity. The Port shall consult with representatives of users, subcontractors and other interested parties to the extent necessary.

Any reports of insufficient capacity from port users shall be processed on an ongoing basis in order to ensure adequate capacity. If a ship considers that there are insufficient reception facilities available for delivery, contact CMP's contact persons, see **Fejl! Henvisningskilde ikke fundet..**

If the master or agent of the ship subsequently considers it necessary to draw the attention of the environmental authorities to alleged inadequate or inadequate reception facilities, Annex 2 may be requested. The completed form is sent to the Port Captain (see **Fejl! Henvisningskilde ikke fundet.** who will then send a copy to the Danish Environmental Protection Agency.

## **Legislation**

Danish Act on the Protection of the Marine Environment (Consolidated Act no. 1165 of 25/11/2019 In force) <https://www.retsinformation.dk/Forms/R0710.aspx?id=192639>

Statutory Order no. 1396 of 25/11/2016 In force - Statutory Order on Reception Facilities for Waste from Ships, on Ships' Offloading of Waste and the Ports' Waste Management Plans  
<https://www.retsinformation.dk/Forms/R0710.aspx?id=184900>

Statutory Order on Standard Regulations for the Observance of Good Order in Danish Commercial Ports Section (SO no. 1146 of 25/11/2004 In force)  
<https://www.retsinformation.dk/forms/r0710.aspx?id=22340>

SO no. 1220 of 22/11/2019 In force - Statutory Order on the Sulphur Content in Solid and Liquid Fuels  
<https://www.retsinformation.dk/Forms/R0710.aspx?id=131864>

Guidance no. 9271 of 7/6/2010 In force - Guidance on the collection, transportation and disposal of food waste from ships and aircraft engaged in international voyages to ports and airports as well as Category 1 waste from border inspection and customs checks etc.

<https://www.retsinformation.dk/Forms/R0710.aspx?id=131864>

The City of Copenhagen Regulations for commercial waste (effective 09/28/2018)

[https://kk.sites.itera.dk/apps/kk\\_pub2/index.asp?mode=detalje&id=1873](https://kk.sites.itera.dk/apps/kk_pub2/index.asp?mode=detalje&id=1873)

Directive 2019/883/EC of the European Parliament and of the Council on port reception facilities for ship-generated waste and cargo residues

<https://eur-lex.europa.eu/legal-content/DA/TXT/?uri=CELEX:32019L0883>

MARPOL 73/ 78, IMO, International Maritime Organization

## Oily residues (Sludge and bilge water)

In accordance with the Act on the Protection of the Marine Environment Chapter 2 Section 11, the discharge of oil must not take place in Danish territorial waters.

In accordance with SO no. 1396 Chapter 2 Section 6, in respect of oily operational waste, the port operator shall ensure that a port reception facility is established for sludge, used lubrication oil, oily mixtures from the engine room bilges, oily tank washings and other oily residues.

### Specific provisions and points of attention

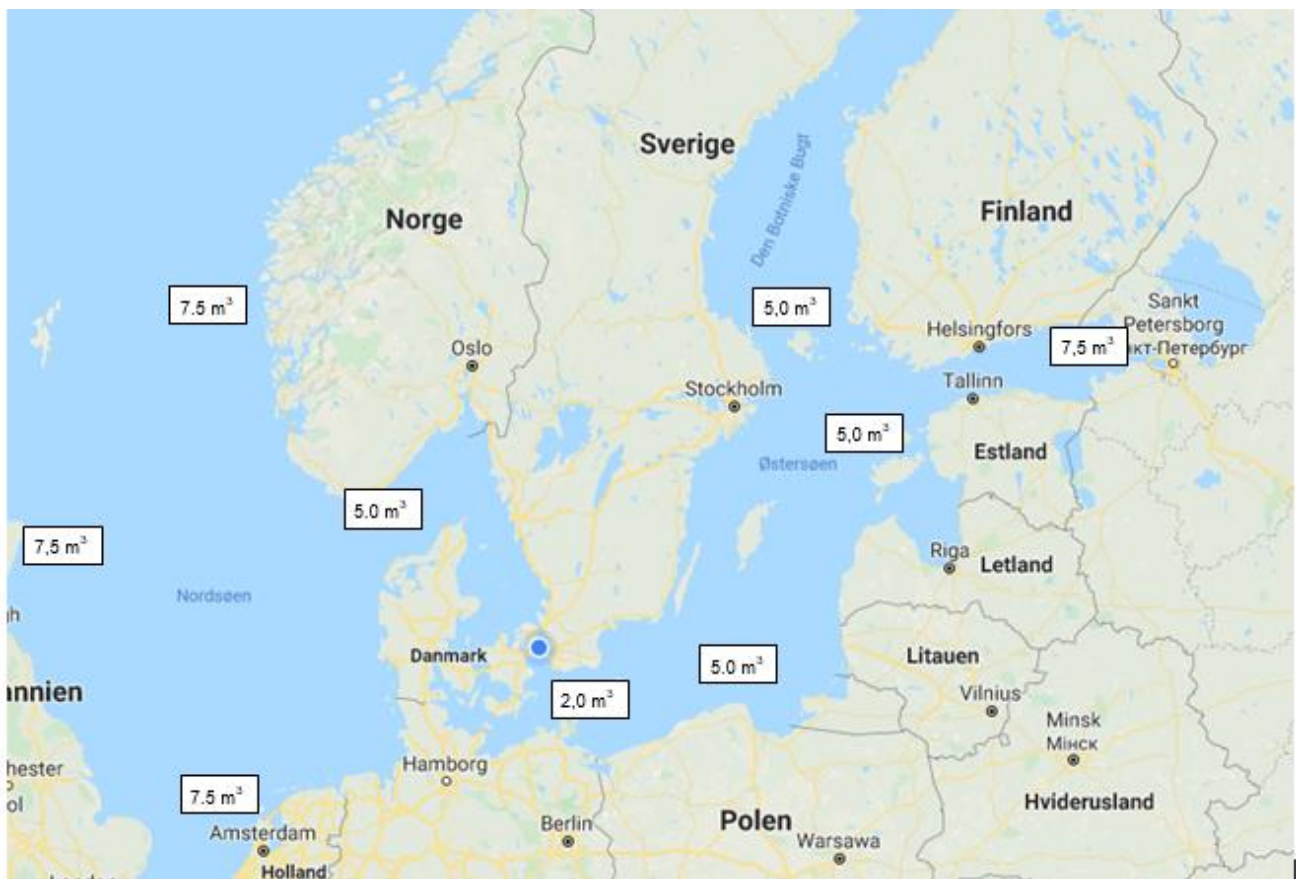
1. Mobile receiving facility. The separated and cleaned oil is recycled.
2. As sludge, CMP receives oil-containing waste that does not contain emulsifiers or other chemicals that prevent separation in an oil and water phase. Oily waste where these types of chemicals are mixed can be received as hazardous waste.
3. Reception under "no special fee" is under conditions as described in section **Fejl! Henvisningskilde ikke fundet.**, the absence of emulsifying or other chemicals that prevent separation in an oil and water phase, and the use of standard flange dimensions as shown in the table below.

### Standard dimensions for flanges:

Standard dimensions for flanges for the connection point between the recipient scheme's pipes and the ship's discharge pipes for Oily residues (Sludge) from engine rooms' gutters, and Oily tank washings	
Description:	Dimensions:
External diameter:	215 mm
Internal diameter:	Equivalent to the pipe's external diameter
Bolt ring diameter:	183 mm
Flange cut outs:	6 holes with a diameter of 22 mm to be placed at equal intervals on a bolt ring of the aforementioned diameter cut out to the flange's circumference. The breadth of the cut-out must be 22 mm.
Flange thickness:	20 mm
Bolt and nuts: number and diameters	6, each of 20 mm in diameter, of a suitable length
The flange must match pipes with an internal diameter of up to 125 mm and must be of steel or other equivalent material with smooth surface. The flange with equivalent packing of oil-resistant material must be able to withstand a working pressure of 6 kg/m <sup>2</sup>	

**Guidelines for maximum offloading quantity under "no special fee" arrangement** (when the last port of call before Copenhagen is a port in the Baltic Sea, the Kattegat, the Skagerrak, the North Sea and the English Channel):

<u>Kattegat</u> - within a line from Skagen to Wallhamn (both ports included)	2 m <sup>3</sup>
<u>Limfjorden, Østersøen</u> - within a line from Karlskrona to Kolobrzeg (both ports included)	2 m <sup>3</sup>
<u>Skagerrak, the Baltic Sea, the Gulf of Bothnia, Esbjerg</u>	5 m <sup>3</sup>
<u>Hamburg, Bremen/Bremerhaven</u> via the Kieler Kanal	2 m <sup>3</sup>
<u>Hamburg, Bremen/Bremerhaven</u> via Skaw	5 m <sup>3</sup>
<u>Gulf of Finland</u>	7.5 m <sup>3</sup>
UK North Sea ports, the Netherlands, Belgium and French and English Channel ports	7,5 m <sup>3</sup>
Norwegian ports from Oslo to Bergen	5 m <sup>3</sup>
Norwegian ports north of Bergen	7,5m <sup>3</sup>



For ships arriving from other ports, the maximum quantity that may be offloaded under "no special fee" is calculated as follows, where B is the vessel's BHP in 1,000s and H is the number of hours of sailing from the last port of call..

$$B \times H \times 1/200 \text{ m}^3$$

If the vessel's engine power is given in kW, multiply by 1.36 to obtain BHP. The amount calculated is rounded up to the nearest whole number



## Oil-mixed ballast and tank washes (Oily cargo residues)

### Specific provisions and points of attention

- Mobile reception facility
- Oil-mixed ballast and tank washes shall not contain petro- or other chemicals preventing separation in an oil and water phase.
- The ship shall complete Annex 3, which shall be forwarded in advance together with Annex 1.
- The ship shall be fitted with standard flanges as shown in the table below.
- The cost of disposing of cargo residues is borne by the ship and is settled according to CMP's List of Charges, which can be viewed on the CMP website.

Standard dimensions for flanges for the connection point between the recipient scheme's pipes and the ship's discharge pipes for Oily residues (Sludge) from engine rooms' gutters, and Oily tank washings	
Description:	Dimensions:
External diameter:	215 mm
Internal diameter:	Equivalent to the pipe's external diameter
Bolt ring diameter:	183 mm
Flange cut outs:	6 holes with a diameter of 22 mm to be placed at equal intervals on a bolt ring of the aforementioned diameter cut out to the flange's circumference. The breadth of the cut-out must be 22 mm.
Flange thickness:	20 mm
Bolt and nuts: number and diameters	6, each of 20 mm in diameter, of a suitable length
The flange must match pipes with an internal diameter of up to 125 mm and must be of steel or other equivalent material with smooth surface. The flange with equivalent packing of oil resistant material must be able to withstand a working pressure of 6 kg/m <sup>2</sup>	

## Scrubber residues

According to the Order on the sulphur content of solid and liquid fuels, Annex 2, washing water from the use of exhaust treatment systems shall not be discharged unless the ship operator has demonstrated that it has no significant adverse effects on human health and the environment.

If the chemical used is caustic soda, it is sufficient for the washing water to meet the requirements of Resolution MEPC. 259(68) and that its pH does not exceed 8,0. Ports entered by ships which will deliver residues from exhaust gas treatment shall ensure that a system is put in place to receive this waste.

Standard dimensions for flanges for the connection point between the recipient scheme's pipes and the ship's discharge pipes for Oily residues (Sludge) from engine rooms' gutters, and Oily tank washings	
Description:	Dimensions:
External diameter:	215 mm
Internal diameter:	Equivalent to the pipe's external diameter
Bolt ring diameter:	183 mm
Flange cut outs:	6 holes with a diameter of 22 mm to be placed at equal intervals on a bolt ring of the aforementioned diameter cut out to the flange's circumference. The breadth of the cut-out must be 22 mm.
Flange thickness:	20 mm
Bolt and nuts: number and diameters	6, each of 20 mm in diameter, of a suitable length
The flange must match pipes with an internal diameter of up to 125 mm and must be of steel or other equivalent material with smooth surface. The flange with equivalent packing of oil resistant material must be able to withstand a working pressure of 6 kg/m <sup>2</sup>	

## Sewage

### Specific provisions and points of attention

- Mobile receiving facility. Sewer wastewater is treated at the municipal wastewater treatment plant, The Lynetten Wastewater Treatment Plant, <http://www.biofos.dk/>.
- In large quantities, it is possible to deploy three tank cars of 30 m<sup>3</sup> per hour, depending on the pumping capacity of the ship and the time available.
- At Ocean quay, it is delivered directly to CMP's reception facility in the quay, and from here is directed to the municipal treatment plant.
- Before delivery to CMP's receiving facility, Annex 4 must be signed by the ship.
- Reception under "no special fee" is provided that:
- The ship delivers at the ship's side with a pumping capacity of at least 50 m<sup>3</sup> per hour.
- Tank cars have access to and from the pick-up point without any time delay.
- The ship is equipped with standard flanges as shown in the table below.
- The wastewater is sufficiently liquid and pumpable.

Standard dimensions for flanges for the connection point between the recipient scheme's pipes and the ship's discharge pipes for Sewage	
Description:	Dimensions:
External diameter:	210 mm
Internal diameter:	Equivalent to the pipe's external diameter
Bolt ring diameter:	170 mm
Flange cut-outs:	4 holes with a diameter of 18 mm to be placed at equal intervals on a bolt ring of the aforementioned diameter cut out to the flange's circumference. The breadth of the cut-out must be 18 mm.
Flange thickness:	16 mm
Bolt and nuts: number and diameter	4, each of 16 mm in diameter of a suitable length
The flange must match pipes with an internal diameter of up to 100 mm and must be of steel or other equivalent material with smooth surface. The flange with equivalent packing of oil resistant material must be able to withstand a working pressure of 6 kg/ m <sup>2</sup>	

## Residual waste/ small combustable waste, food waste and recyclable fractions

According to the Executive Order of the Law on the Protection of the Marine Environment, waste discharges must not take place in The Danish Territorial Waters.

According to the Executive Order on Standard Rules for Compliance with Order in Danish Commercial Ports § 21, waste may, unless otherwise agreed with the port authority, not be unloaded, or placed on the port area. Installed waste containers must not be used for environmentally harmful and hazardous products, substances, and materials. Containers are intended only for general ship generated waste.

### Specific provisions and points of attention

- 22 m<sup>3</sup> containers for cruise ships which are delivered at ship calls and picked up continuously.
- 8 m<sup>3</sup> containers at the Container Terminal and the the Prøvestenen are available 24 H. See maps of fixed containers in section **Fejl! Henvisningskilde ikke fundet.**
- Reception under "no special fee" is provided that:

Residual waste/ Small incineration waste NOT containing large incineration waste or Hazardous Waste.

Residual waste/ Small incineration-appropriate waste and large incineration-appropriate waste are delivered in separate containers.

Residual waste/ Small incinerated waste NOT loaded into container as bigbags or compressed in bales (can get stuck in the funnel to the oven on the incineration and cause stoppages).

### Residual waste/ Small combustible appropriate waste and Food waste

Residual waste/ Small incineration-appropriate waste is non-recyclable residual waste (less than 100x50x50 cm). Small amounts of wet and dirty packaging (cardboard and plastic), flamingo, rubber gloves, mixed materials products, etc.

Food waste is collected in non leaking sacks along with Residual Waste/ Small incineration waste. Food waste can also be collected on pallets or in plastic coated cardboard boxes max 1 m<sup>3</sup>, which can be carried into the container.

Residual waste/ Small incineration-appropriate waste and Food waste is driven directly to incineration at the Amager Resource Centre where the waste is recorded, weighed, destroyed by incineration and converted into district heating and electricity, [www.a-r-c.dk](http://www.a-r-c.dk)

Catering waste from ships on international voyages (Category 1 waste) shall be transported without undue delay to an approved incineration plant where the waste is weighed and destroyed by incineration.

### **Large combustible waste**

- Waste for sorting, larger than 100 cm.
- Typically, large quantities of wood that can be recycled, furniture, mattresses, furniture, carpets, broken pallets, wood, ropes, larger quantities not recyclable (wet and dirty)
- Paper, cardboard, and plastic.
- Received on pallets, in boxes and in big bags which can be driven into container.
- The waste is driven to sorting, where recyclable waste is discarded and sent to recycling. The remainder is subdivided and driven to combustion at the Amager Resource Centre where the waste is recorded, weighed, destroyed by incineration, and converted into district heating and electricity, [www.a-r-c.dk](http://www.a-r-c.dk)

### **CMP's own collection at Ocean Quay**

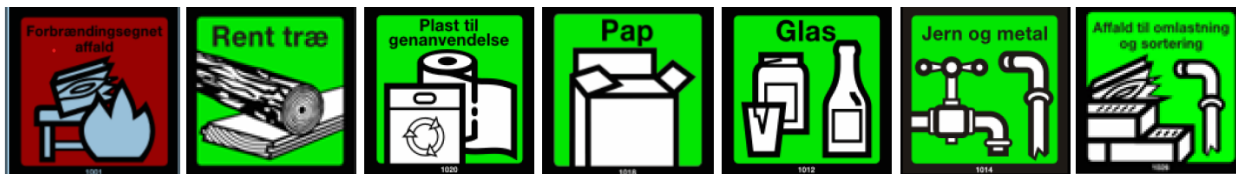
At Oceankaj, CMP has its own collection of whole pallets, clean plastic, dry cardboard, glass (without porcelain), iron, metal and aluminums, electronic waste, small batteries, accumulator, and light sources, for recycling.

The rest is collected by the carrier as Large Combustion Waste.

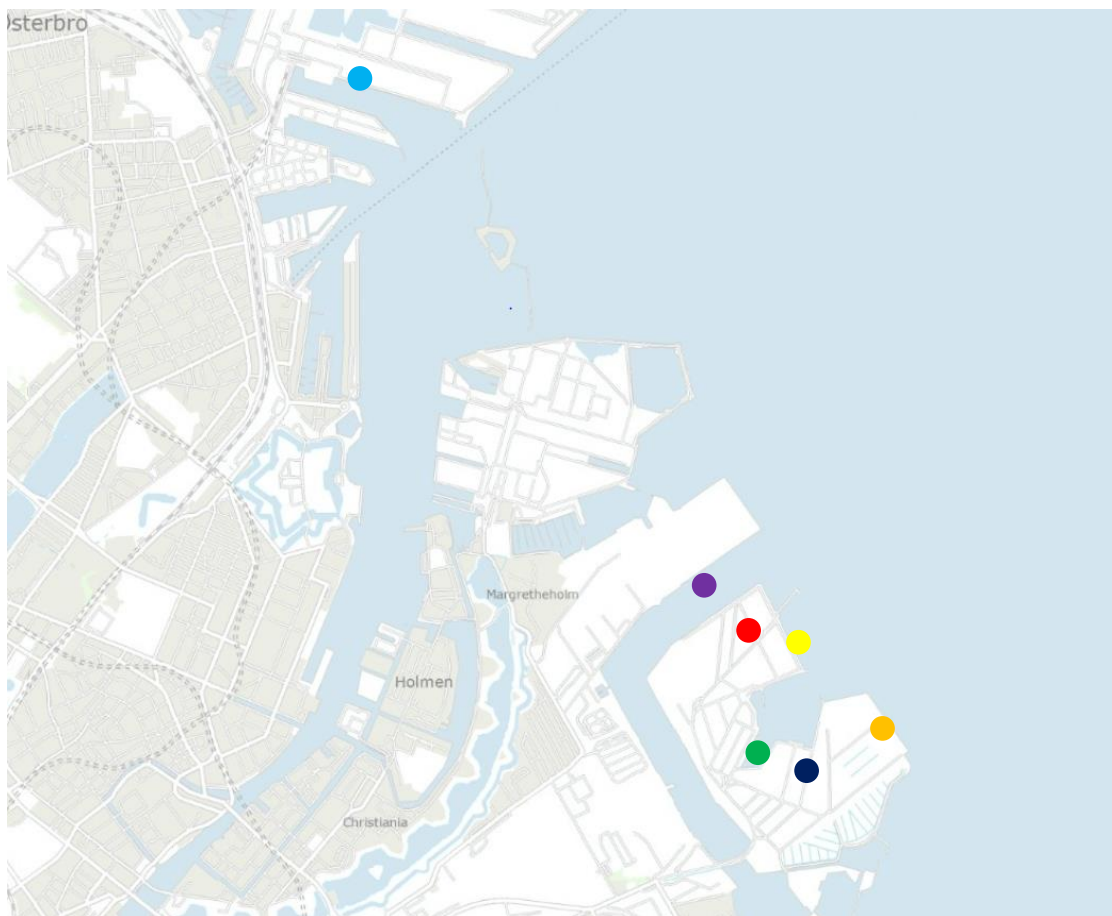
The two Waste receipts "CMP Waste receipts - Garbage and Hazardous waste" and "CMP Waste receipt - CMP own reception on Oceankaj" show whether the waste has been collected as Large combustible waste for incineration or directly on to recycling.

For further information see “Summary of Waste management plan for ship generated waste, Copenhagen Malmö Port, Copenhagen - Cruise ships”.

Signage of containers:



## 1.1 Map showing available containers.



Containerterminalen - Levantkaj - Kaj 260



Amagerværket/ HOFOR - Kaj 838



Prøvestenen Vådbulk Kaj 840/ K-vej



Prøvestenen Vådbulk Kaj 843 – Ocean Pier/ O-vej



Prøvestenen Vådbulk Kaj 853 + 854/ G-vej



Prøvestenen Tørbulk Kaj nr. 858 + 859/ Bastionvej



Prøvestenen Tørbulk Kaj 862 – 866/ UPS arealet



## Hazardous waste.

Installed waste containers must not be used for environmentally harmful and hazardous products, substances, and materials. Containers are intended only for general ship-generated waste. According to the Copenhagen Municipal Regulations for commercial waste, hazardous waste must be properly packaged. The packaging must be sealed and closed tightly so that the contents cannot inadvertently escape. The packaging must be designed so that full or partial emptying can be carried out in a safe manner. Hazardous waste collected packaged must be stored in suitable containers on a dense bottom without the possibility of drainage to sewers, soil, streams, or groundwater.

## Specific provisions and points of attention

- Electronic waste, small batteries, accumulator, hazardous waste, chemical waste, medical waste, waste oils in barrels, oil cloths, oil filter, light sources, dry cleaner waste, inducing fluid, røngten fluid and spray cans, etc.
- Hazardous waste must be source-sorted and packaged and declared in accordance with the applicable IMO regulations.
- Mobile modtagefacilitet
- Reception under "no special fee" is provided that:
  - The waste is source sorted to avoid latency and charge for cleaning up and sorting.
  - The waste is not diluted or mixed with other hazardous waste
  - The ship delivers hazardous waste in UN-approved packaging.
  - "Other Hazardous waste" is specified in Annex 1.

## **Incinerator ash and other solid special waste**

Solid special waste: incinerator ash, solid scrubber waste, toilet residues from sewage (solid), residues from grease, hair, soap residue (solid), pyrotechnic distress signals, MOB smoke floats and fire extinguishers.

### **Specific provisions and points of attention**

- Mobile reception facility
- For Pyrotechnic distress signals, MOB smoke floats and Fire extinguishers minimum 3 working days of alert
- Incinerator ash (dry) is collected in retractable sealed bigbags.
- Scrubber waste (solid) is collected in UN-approved plastic casks.
- Toilet residues from sewage (solid) are collected in UN-approved plastic casks.
- Residues from fat, hair, soap residue (solid) are collected in UN-approved plastic casks.
- Pyrotechnic distress signals, MOB smoke floats are collected in UN-approved clamping dish with removable vermiculite lid, max 5 kilos of NEM (net explosive mass) per clamped tab
- Fire extinguishers are collected in UN-approved clamping dish with removable vermiculite lid, max 5 kilos of NEM (net explosive mass) per clamp dish – Only one per platter.
- CMP can help with the delivery and return of UN-approved plastic casks and big bags.
- Costs are borne by the ship and settled according to CMP's List of charges.



## Carriers and collectors

The following carriers used by CMP are registered in the Danish Environmental Protection Agency's Waste Register <https://www.affaldsregister.mst.dk/default.aspx>

Avista Oil Danmark A/S, Juelsmindevej 6/18 4400 Kalundborg.

Registered in the Danish Environmental Protection Agency's Waste Register as a carrier with ADR certificate.

ISO 14001 certificeret.

<https://www.avista-oil.dk/fileadmin/avista-oil/Dokumenter/downloads/DK/ISO14001.pdf>

Johs. Rasmussen Svebølle A/S, Øresøvej 2, 4470 Svebølle.

Registered in the Danish Environmental Protection Agency's Waste Register as a carrier with ADR certificate.

ISO 9001 and ISO 14001 certified.

<http://www.johs-rasmussen.dk/om-jr/>

Henrik Tofteng A/S, Nyager 6, 2605 Brøndby.

Registered in the Danish Environmental Protection Agency's Waste Register as a collector.

ISO 14001 certificeret.

<http://tofteng.dk/iso-certifikater/>

SMOKA I/S, U-Vej 7, 2300 Copenhagen S.

Registered in the Danish Environmental Protection Agency's Waste Register as a carrier with ADR certificate.

ISO 9001 and ISO 14001 certificeret.

<http://www.smoka.dk/om-os/miljoe-arbejds miljoe-og-kvalitetspolitik.aspx>

CMP disclaims any responsibility for the reliability of the information displayed on the website of the Danish Environmental Protection Agency and supplier.









**Annex 1 CMP Waste order form (NOT CRUISE SHIPS) 2021 - 24 hours in advance of arrival**  
E-mail [portoffice@cmport.com](mailto:portoffice@cmport.com)

Name of ship: \_\_\_\_\_ Berth no: \_\_\_\_\_ Project no. completed by CMP: \_\_\_\_\_

IMO number: \_\_\_\_\_ Last Port and Country: \_\_\_\_\_ Ship Agent: \_\_\_\_\_

Ship arrival Date: \_\_\_\_\_ Arrival Time: \_\_\_\_\_ Departure Date: \_\_\_\_\_ Time: \_\_\_\_\_

Waste delivery Date: \_\_\_\_\_ Delivery Time: \_\_\_\_\_ Name/ Signature: \_\_\_\_\_

CMP waste management plan	Type of waste	Amount for discharge	Comments	Waste operators
	MARPOL Annex 1 – Oil	(m <sup>3</sup> )		
Section 5.	Oily residues (Sludge)			
Section 6. <i>Complete Annex 3</i>	Oily tank washings			
MARPOL Annex VI – Air pollution		(m <sup>3</sup> )	Comments	
Section 7. <i>Complete Annex 3</i>	Exhaust gas-cleaning residues - Scrubber (fluid) AEP scrubber effluents (fluid)		PH value: (PH 5,5 – 8,5)	
MARPOL Annex IV – Sewage		(m <sup>3</sup> )	Comments	
Section 8. <i>Complete Annex 4</i>	Sewage (Black water and Grey water) Treated Waste Water			
MARPOL Annex V – Garbage		(m <sup>3</sup> )	Comments	
Section 9. and Section 10.	SMALL WASTE and FOOD WASTE for incineration - Clear plastic bags - <i>Maximum size 100x50x50 cm</i>			
	WOODEN PALLETS for recycling <i>Put next to the red container - Will be picked up by CMP</i>			
	LARGE WASTE for pre-sorting - <i>On pallets, in boxes or big bags</i>			
	Clean PLASTIC - <i>Sorted in rigid, soft and PET bottles</i>			
	Dry and clean CARDBOARD - <i>Bailed on pallets</i>			
	GLASS for recycling ( <i>NO crockery or mirror</i> ) - <i>In big bags</i>			
	CROCKERY for landfill ( <i>NO glass</i> ) - <i>In big bags</i>			
	IRON, METAL, ALUMINIUM, TIN CANS - <i>On pallets or in boxes</i>			
	MOORING LINES, STEEL WIRE - <i>On pallets</i>			
	FURNITURE, CARPETS, MATTRESSES - <i>Please specify</i>			
OTHER GARBAGE - <i>Please specify</i>				
		Kg	Comments/ UN Number	
	BATTERIES, ACCUMULATOR - <i>In plastic bags or cardboard boxes</i>			
	ELECTRONICS - <i>In cardboard boxes</i>			
	LIGHT BULBS, FLUORESCENT LAMPS - <i>In boxes</i>			
	PAINT, THINNERS, CHEMICALS - <i>With correct labels on each</i>			
	MEDICALS, BIO HAZARDOUS - <i>In plastic bags or cardboard boxes</i>			
	OILY SLUDGE in drums, OILY RAGS, OIL FILTERS etc.			
	COOKING OIL			
	OTHER HAZARDOUS waste - <i>Please specify</i>			
Section 11.	INCINERATOR ASH - <i>In lifttable sealed big bags</i>			
	SCRUBBER (solid) - <i>In UN drums</i>			
	BLACK WATER/ GREY WATER residues (solid) - <i>In UN drums</i>			
	FIRE EXTINGUISHER - <i>Gas art requirement !</i>			
	EMERGENCY PYROTECHNICS/ MOB SMOKE FLOATS <i>-Safety data sheet requirement !</i>			








**Annex 1 CMP Waste order form 2021 - 24 hours in advance of arrival**  
 E-mail [portoffice@cmport.com](mailto:portoffice@cmport.com)

Name of ship: \_\_\_\_\_ Berth no: \_\_\_\_\_ Project no. completed by CMP: \_\_\_\_\_

IMO number: \_\_\_\_\_ Last Port and Country: \_\_\_\_\_ Ship Agent: \_\_\_\_\_

Ship arrival Date: \_\_\_\_\_ Arrival Time: \_\_\_\_\_ Departure Date: \_\_\_\_\_ Time: \_\_\_\_\_

Waste delivery Date: \_\_\_\_\_ Delivery Time: \_\_\_\_\_ Name/ Signature: \_\_\_\_\_

CMP waste management plan	Type of waste	Amount for discharge	Comments	Waste operators
<b>MARPOL Annex 1 – Oil</b>		<b>(m<sup>3</sup>)</b>		
<b>Section 5.</b>	Oily residues (Sludge)			
<b>Section 6.</b> <i>Complete Annex 3</i>	Oily tank washings			
<b>MARPOL Annex VI – Air pollution</b>		<b>(m<sup>3</sup>)</b>	<b>Comments</b>	
<b>Section 7.</b> <i>Complete Annex 3</i>	Exhaust gas-cleaning residues - Scrubber (fluid) AEP scrubber effluents (fluid)		PH value: (PH 5,5 – 8,5)	
<b>MARPOL Annex IV – Sewage</b>		<b>(m<sup>3</sup>)</b>	<b>Comments</b>	
<b>Section 8.</b> <i>Complete Annex 4</i>	Sewage (Black water and Grey water) Treated Waste Water			
<b>MARPOL Annex V – Garbage</b>		<b>(m<sup>3</sup>)</b>	<b>Comments - Please specify</b>	
<b>Section 9. and Section 10.</b>	SMALL WASTE and FOOD WASTE for incineration - Clear plastic bags - <i>Maximum size 100x50x50 cm</i>			 <i>*CMP own reception on Oceankaj</i>
	LARGE WASTE for pre-sorting - <i>On pallets, in boxes or big bags</i>			
	*WOODEN PALLETS for recycling, SCRAP WOOD			
	*Clean PLASTIC - <i>Sorted in rigid, soft and PET bottles</i>			
	*Dry and clean CARDBOARD - <i>Bailed on pallets</i>			
	*GLASS for recycling ( <i>NO crockery or mirror</i> ) - <i>In big bags</i>			
	*CROCKERY for landfill ( <i>NO glass</i> ) - <i>In big bags</i>			
	*IRON, METAL, ALUMINIUM, TIN CANS - <i>On pallets or in boxes</i>			
	MOORING LINES, STEEL WIRE - <i>On pallets</i> FURNITURE, CARPETS, MATTRESSES - <i>Please specify</i>			
	*ELECTRONICS - <i>On pallets, in boxes or big bags</i>			
	COOKING OIL - <i>In 1 m3 tote or 60 L UN drum only</i>			
	SALE of 1 m3 TOTES or 60 L UN DRUMS for cooking oil			
	OTHER GARBAGE - <i>Please specify</i>			
			<b>Kg</b>	
	*BATTERIES, ACCUMULATOR			 <i>*CMP own reception on Oceankaj</i>
	*LIGHT BULBS, FLUORESCENT LAMPS			
	PAINT, THINNERS, CHEMICALS - <i>Please specify</i>			
	MEDICALS, BIO HAZARDOUS waste - <i>Please specify</i>			
	OILY SLUDGE in drums, OILY RAGS, OIL FILTERS			
	SALE of UN drums and big bags - <i>Please specify</i>			
	OTHER HAZARDOUS waste - <i>Please specify</i>			
<b>Section 11.</b>	INCINERATOR ASH - <i>In liftable sealed big bags</i>			
	SCRUBBER (solid) - <i>In UN drums</i>			
	BLACK WATER/ GREY WATER residues (solid) - <i>In UN drums</i>			
	FIRE EXTINGUISHER - <i>Gas art requirement !</i>			
	EMERGENCY PYROTECHNICS/ MOB SMOKE FLOATS <i>-Safety data sheet requirement !</i>			



<b>Complaints form for claims of inadequate waste reception facilities</b>		
<p>If the master of a ship finds it necessary to direct the attention of the environmental authorities to inadequate waste reception facilities, the following information and any further documentation should be sent to the Port Administration (Maritime Service). The Port Administration will forward a copy to the Danish Environmental Protection Agency.</p>		
1.	<b>Name of port:</b>	<b>Copenhagen Malmø Port AB</b>
	<b>Harbour section (quay or berth number):</b>	
	<b>Date of arrival in the Port:</b>	
2.	<b>Amount and type of waste to be delivered to the waste reception facilities:</b>	
3.	<b>Special problems, such as:</b>	
	<b>Unnecessary delay:</b>	
	<b>Inadequate waste reception facilities:</b>	
	<b>Not technically possible to use waste reception facilities:</b>	
	<b>Other:</b>	
4.	<b>Remarks:</b> (e.g. information received from the port authorities or the operator of waste reception facilities regarding point 2)	
5.	<b>Ship data:</b>	
	<b>Ship name:</b>	
	<b>IMO number or call sign:</b>	
	<b>Home port:</b>	
	<b>Owner or operator:</b>	
	<b>Number of persons on board:</b>	

Annex 3 Oily ballast, tank rinse and scrubber wash – available at [www.cmport.com](http://www.cmport.com)

**Annex 3 Oily tank washings and Scrubber (fluid)  
Exhaust gas-cleaning residues – Scrubber (fluid)  
AEP scrubber effluents (fluid)**

*(Information for vendor purpose only)*

**Ship name:** \_\_\_\_\_ **Berth no.** \_\_\_\_\_  
**IMO number:** \_\_\_\_\_  
**Last 3 cargoes:** \_\_\_\_\_

Product information		Estimated amount (m <sup>3</sup> )
<b>Residues of oil and oil mixture</b>	1. Oil	
	2. Mixture	
	3. Does the oil contain emulsifier?	Yes:          No:
	4. Hazard class (national) flashpoint: I<21 <sup>o</sup> , II<50 <sup>o</sup> , III<100 <sup>o</sup>	I II III
	5. Any chemicals other than emulsifier and standard additives?	Yes:          No:
	Describe the chemicals:	
<b>Exhaust gas-cleaning residues – Scrubber (fluid)</b>  <b>AEP scrubber effluents (fluid)</b>	PH value: (PH 5,5 – 8,5)  <i>Conductivity: &lt;70 mS/cm Density: 1,2 g/ml COD: &lt; 20.000 mg/l Total-Nitrogen: &lt;1.000 mg N/l Sulfur: &lt;25</i>	

I hereby declare that the above stated amount of liquid residues is correct and in accordance with the Reception facilities for ship-generated waste in areas operated by Copenhagen Malmö Port in Copenhagen.

**Delivery Date:** \_\_\_\_\_ **Time:** \_\_\_\_\_ **Name/ Signature:** \_\_\_\_\_

Annex 4 Sewage – available at [www.cmport.com](http://www.cmport.com)

**Annex 4 Sewage (Black water and Grey water)**

**Name of ship :**

**Berth no.**

**IMO number:**

**Estimated volume of Sewage m<sup>3</sup>:**

**Treated wastewater m<sup>3</sup>:**

- Maximum discharge rate (max 300 m<sup>3</sup>/ hour)
- In the event of heavy rain, discharging will not be effected to the pipe system
- Please be informed that CMP will not keep watch during pumping. If any problems call Port Office at VHF channel 12 or Phone +45 35 46 11 38
- Hose flushing shall be done from the ship

I hereby declare that Sewage/ Treated wastewater pumped ashore is free from contamination of other waste or products, such as oily waste, chemicals, or other substances that can be harmful to sewage treatment plant and the marine environment.

**Delivery Date:**

**Time:**

**Name/ Signature:**