



COPENHAGEN MALMÖ PORT SUSTAINABILITY REPORT 2020

This is CMP's fourth sustainability report. The report is the company's statutory sustainability report, which is compiled separately from the annual report. The report describes how we have worked in 2020 on our most important sustainability issues and how this work is being carried out based on the 17 Sustainable Development Goals (SDGs) in the 2030 Agenda for Sustainable Development (Agenda 2030) and on the principles of the UN Global Compact.

A year of challenges and opportunities

The corona pandemic has hit society and the business sector hard, bringing great suffering to many people around the world. With travel and consumption in the world on the decline, it is also having an impact on key transport and communications hubs such as ports, which has also been felt by CMP.

Before 2020, a number of ambitious sustainability targets were set for our business, including major investments and activities in several of our focus areas. It has not been possible to implement many of them as a result of the pandemic, but the activity within the company has not stopped.

During 2020, several important steps have been taken to ramp up our sustainability activities. There has been a rise

in the use of HVO – a fossil-free fuel – in Swede Harbour, which now accounts for 42 per cent of regular diesel consumption in Sweden. If we include both Sweden and Denmark, the proportion of HVO (Hydrotreated Vegetable Oil) used is 17 per cent. In our staff canteen, efforts have been ongoing during the year to reduce the use of plastic, which has seen a drop of 25 per cent. We have also focused specifically on sustainability in our internal communication, by getting our employees involved in a competition to collect waste in wildlife areas as part of World Cleanup Day. In addition, we have worked intensively on analysing and improving our surface water system, which is an important step in protecting wildlife within the port.

In our sustainability report you will find more examples of initiatives which we have implemented during the year.

OUR SUSTAINABILITY AGENDA

Before 2020, a major effort was made to carry out CMP's sustainability activities, based on Agenda 2030. Analyses were carried out together with representatives from the entire organisation on CMP's impact on and contribution to the local community and environment. As part of this work, dialogues were conducted with selected stakeholder groups to include their input and jointly identify possible solutions to specific sustainability issues, such as the environmental and social impact of cruise operations. The results of this work were presented to the company's management team and the priority objectives were set for CMP.

The overview of our sustainability work confirmed that the main focus of CMP's sustainability agenda remains relevant. The business sector has a key role to play in reaching the SDGs and, of course, CMP wishes to contribute to this development. Based on the concept of "a sustainable port", we take responsibility for the environment, climate and the society we are part of. Our extensive analysis has shown that, overall, we can make an important contribution to 14 of the SDGs.

The strategic targets represent the SDGs which we have the best opportunity to influence positively based on our activities, while the SDGs within the set of tools we use correspond to initiatives which create the right conditions for our work.

Our analysis showed that seven specific SDGs were considered the most important for CMP to engage with. They are highlighted in the model on the next page. With the aim of sharpening the focus of our work and specific contributions, we have therefore chosen to prioritise these SDGs, and we have also identified the most relevant targets for our activities based on them. The specific SDGs form the basis for CMP's three focus areas: Protect the marine environment, Climate, energy and emissions and Partnership and innovation.

The focus areas and activities carried out within them are described in more detail in the main sections of our sustainability report, while the work related to the remaining strategic goals is described in the section on our sustainability management.



CMP - A SUSTAINABLE PORT








We take responsibility for the environment, the climate and the society we are a part of.



Of UN's 17 Sustainable Development Goals (SDGs), seven are chosen as most essential for CMP:



CMP'S PRIORITY FOCUS AREAS 2020

	WHY IS THIS IMPORTANT?	TARGETS RELEVANT TO CMP	WHAT WE WANT TO ACHIEVE IN 2021 AND BEYOND
PROTECT THE MARINE ENVIRONMENT  	<p>We are the interface between sea and shore.</p> <p>Both we and our customers operate in the aquatic environment and share responsibility for protecting the resources we use.</p>	<p>Target 6.3 To improve water quality and wastewater treatment and increase recycling.</p> <p>Target 6.4 To increase water-use efficiency and safe water supply.</p> <p>Target 6.6 To protect and restore water-related ecosystems.</p> <p>Target 14.1 To reduce pollution in the sea.</p> <p>Target 14.2 To protect and restore the ecosystem.</p>	<p>2021: We will continue our efforts to improve our surface water management and the sanitation of our land to protect the marine environment.</p>
CLIMATE, ENERGY AND EMISSIONS   	<p>We are on the city's doorstep and are responsible for the impact we have on the surrounding community and environment.</p> <p>This applies both to the quality of the air and to the sound environment, but also to how we use and produce energy, our climate impact and how we adapt to climate change.</p>	<p>Target 3.9 To reduce the number of deaths and illnesses from hazardous chemicals and pollution and contamination.</p> <p>Target 7.2 To increase the share of renewable energy in the world.</p> <p>Target 7.3 To double the improvement in energy efficiency.</p> <p>Target 13.1 To strengthen resilience and adaptive capacity to climate-related natural disasters.</p> <p>Target 13.2 To integrate climate change measures into national policies and planning.</p> <p>Target 13.3 To improve awareness-raising and the capacity to handle climate change.</p>	<p>2025: CMP is CO₂ neutral (scope 1 and 2) regarding fossil CO₂.</p> <p>2021: Emissions of fossil CO₂ (scope 1 and 2) must be reduced by 10% compared with 2020.</p>
PARTNERSHIP AND INNOVATION  	<p>We see opportunities and can influence things in the right direction in different ways, even if we do not always own the issues.</p> <p>This means that we need to cooperate with others and utilise different skills to find sustainable solutions for the complex issues.</p>	<p>Target 9.1 To develop sustainable, resilient and inclusive infrastructures.</p> <p>Target 9.4 To upgrade all industry and infrastructure for increased sustainability.</p> <p>Target 17.14 To enhance policy coherence for sustainable development.</p> <p>Target 17.16 To enhance the global partnership for sustainable development.</p> <p>Target 17.17 To encourage effective partnerships.</p>	<p>2021: We will find new opportunities for cooperation conducive to the sustainable development of the maritime sector.</p> <p>We will be actively involved in projects aimed at developing innovations and sustainable solutions in the maritime sector.</p>

SUSTAINABILITY MANAGEMENT WITHIN CMP

A fundamental starting point for us at CMP is that we should run our operations in an environmentally, economically and socially sustainable manner. The company's development should not deny opportunities for future generations and we should be a sustainable port which takes responsibility for the environment and society we are a part of.

This also sets the course for how we manage our sustainability work at CMP. At a general level, this management is based on the company's strategy and business plan, which are devised by the company's management team and board of directors. This is used as a basis for targeting CMP's sustainability agenda, our focus areas and how we relate to Agenda 2030.

The company-wide tool M/S Progress is then used for the operational management of our activity's targets, where sustainability targets are set in the same way as our other business targets. These are then broken down into specific activities at departmental and individual level to ensure that development within the company is driven in a common direction.

A basic prerequisite for CMP's operations is the trust we enjoy in society, which is based on us carrying out all our work within the port in the safest and most responsible way possible. An important building block in this is our Code of Conduct, which summarises our expectations and requirements for everyone who is part of our organisation.

This document covers important areas such as the environment, health and safety, our relationship with customers, suppliers and partners, human rights, anti-corruption activities and our communication. In April 2021, we reviewed and approved an updated internal Code of Conduct to ensure that it remains relevant.

” WE STRIVE SYSTEMATICALLY
TO ENSURE THAT OUR
EMPLOYEES ARE TREATED WITH
RESPECT AND FAIRNESS

In 2020, an external Code of Conduct was launched for our partners and suppliers. This takes into account areas of the environment, health and safety, fair working conditions, human rights, communication, protection of property and the fight against corruption. Our external Code of Conduct is available via our website and we actively inform our partners about our requirements and expectations.

During the year, a decision was also made to introduce a whistle-blower procedure, which was implemented in February 2021. This procedure will enable our employees and partners to report behaviour suspected of being contrary to our internal and external Code of Conduct.

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SUSTAINABLE
DEVELOPMENT **GOALS**



Part of society

The port plays an important role in the local, regional, national and international infrastructure. Our operations and solutions establish the conditions for economic growth, the creation of jobs and the development of society for the better. Therefore, we feel a great sense of responsibility for ensuring that our operations in Copenhagen, Malmö and Visby are supported in a smooth and reliable way.

The financial value generated through the business is distributed to the company's stakeholders in the form of payments to suppliers, employees' salaries, interest to lenders and dividends to owners. The funds left over are reinvested in the business to create a robust, sustainable organisation, promoting the conditions for continued value creation in the years ahead.

Through its cruise activities, CMP indirectly generates great value for the local community. As more people visit the region, many jobs are created in the surrounding community, while economic growth is given a boost by cruise passengers enjoying the region's range of shops, restaurants, tourist attractions, theatres and hotels, for example. When the global cruise industry was essentially shut down in 2020 due to the corona pandemic, it was immediately noticeable how significant this activity was for the Oresund region and the local economy.

FINANCIAL VALUE CREATION (MSEK)		2020	2019
Generated financial value	Net sales	696,7	955,1
	Other revenue (non-recurring) ¹⁾	350,5	0
Distributed financial value	Overheads	-389,6	-455,3
	Personnel costs	-290,4	-316,9
	Interest costs & dividends	-10,3	-23,4
	Income tax	-45,2	-39,5
Remaining in the business	Profit after depreciation	311,7	120

Notes
¹⁾ Refers to adjustments relating to termination of previous lease agreements with the area owners, for fixed costs and redundancies related to COVID-19 assistance packages, as well as EU grants.

One prerequisite for CMP's continuing success is that the port develops in line with the needs of trade and industry and society at large. In keeping with SDG 17, we are also actively seeking cooperation with various partner organisations. Although the effects of the pandemic are not yet over, CMP is now part of a cooperation project involving various social stakeholders to find solutions which can help cruise tourism to resume.

Sustainable ethical entrepreneurship

Engaging with sustainability is generally about taking responsibility for its impact on the environment and society, which is largely based on methodical risk management.

We advocate the precautionary principle in dealing with current environmental risks, which means, in simple terms, being proactive and taking action before any adverse incident occurs. Combating bribery and other irregularities is an important part of risk management and an issue of great importance to us. Corruption is harmful to the national economy and undermines confidence in the business and public sectors.

In keeping with SDG 16, we show zero tolerance at CMP for all forms of bribery and corruption and are actively striving to tackle this within our operations. We carry out basic checks on both customers and suppliers to give ourselves peace of mind about doing business with them. We have well established procedures for purchasing and certifying invoices and always obtain several bids during procurement procedures so that we receive competitive offers from prospective suppliers, while reducing dependence on specific persons. During 2020, our purchasing and investment guidelines have been updated so that we can continue to run our business safely and responsibly.

A safe and secure working environment

Having a good working environment with healthy, committed employees is a fundamental requirement for us to be able to run our business and, not least, for us to be an attractive employer. The key aspects of our business relate mainly to good employment conditions, equality and diversity, as well as health and safety at work.

Sustainable working conditions

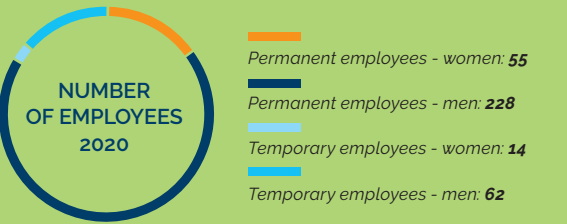
CMP is committed to being a secure, safe and attractive place to work. Our effort in pursuing SDG 8 means that CMP will, over time, create the wherewithal for good and fair working conditions in the workplace, where our employees can thrive and develop. In order to meet the changing demands of customers and the rest of the world, our business needs different types of skills and forms of employment. CMP therefore has both permanent and temporary employees, where some work full-time and others work at different periods during the year.

CMP has a history of minimal employee turnover. At the end of 2020, CMP had 79 per cent permanent employees and 21 per cent employees on fixed contracts, many of whom have worked for a long time with the company.

The average period of service is more than 14 years. The fact that many of our employees choose to stay with the company sends positive messages both regarding the work itself and the workplace, while also ensuring customers continuity of cooperation. Due to the redundancies and organisational changes made, we have had a higher employee turnover than ever before this year. Nevertheless, we retain people with a long period of service with the company, which is a good sign for the collective expertise in the future and for loyalty within CMP.

Unfortunately, the corona pandemic meant that CMP had to adjust the workforce, as a result of which 70 employees were made redundant during the year. This has been a tough process and is, of course, very regrettable, but it was a completely necessary measure taken due to a significant drop in freight volumes and the cruise season never starting.

During the spring and summer of 2020, the forecasts looked really gloomy. But, fortunately, we have recovered so much in several business areas that we have had to rehire dockworkers in order to handle the increased freight volumes in the container operation.



NUMBER OF EMPLOYEES	2020	2019
Permanent employees - men	228	283
Permanent employees - women	55	60
Temporary employees - men	62	57
Temporary employees - women	14	11

EMPLOYEE TURNOVER	2020	2019
New employees - men	8	23
Newly employees - women	1	9
- % of employees newly hired (total)	3,2%	9,3%
Employees who left - men	66	17
Employees who left - women	24	4
- % who left (total)	31,8%	6,1%

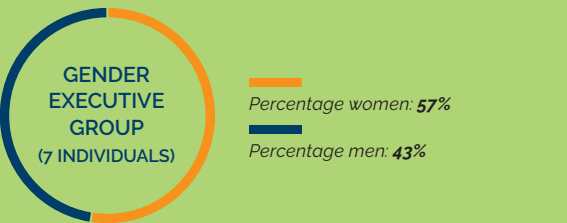
An equal and inclusive workplace

CMP must be an inclusive workplace where everyone should feel welcome. In keeping with SDG 5, zero tolerance is applied to discrimination, sexual harassment and workplace bullying. Support and respect for international human rights and the fact that we do not accept any offence which breaches them or any form of forced or child labour are part of our Code of Conduct.

We strive systematically to ensure that our employees are treated with respect and fairness and have procedures for tackling workplace bullying. All employees should be confident enough to contact their manager or the HR department if they see or experience any workplace bullying.

We think it is important to have the right person in the right place for both the individual and the company to develop in the best possible way. Everyone at CMP should have the same opportunities for career and skills development and we recruit, promote and pay salaries solely on the basis of expertise and experience.

GENDER AND AGE DISTRIBUTION, MANAGEMENT AND EMPLOYEES	2020	2019
Executive group (individuals)	(7)	(7)
% women	57%	57%
% aged <30	0%	0%
% aged 30-50	57,1%	71,4%
% aged >50	42,9%	28,6%
Employees (individuals)	(283)	(343)
% women	16%	17,5%
% aged <30	5,2%	6%
% aged 30-50	43,8%	45,6%
% aged >50	51%	48,4%



We regularly record the salaries paid within CMP to ensure that there is no pay gap between women and men who perform identical or equivalent work. Our dockworkers are tied to a collective agreement with a clear "skills ladder" indicating what must be achieved at each level in order to receive a certain salary, which limits the risk of unjustified pay differentials.

Systematic health and safety work

The health and safety of our employees is the number one priority at CMP. Port work is associated with a certain risk of accidents, which we are proactively trying to eliminate gradually with various aids, controls and automated procedures. Our Business Policy provides the overall framework for our work environment activities and helps everyone working for CMP to work safely.

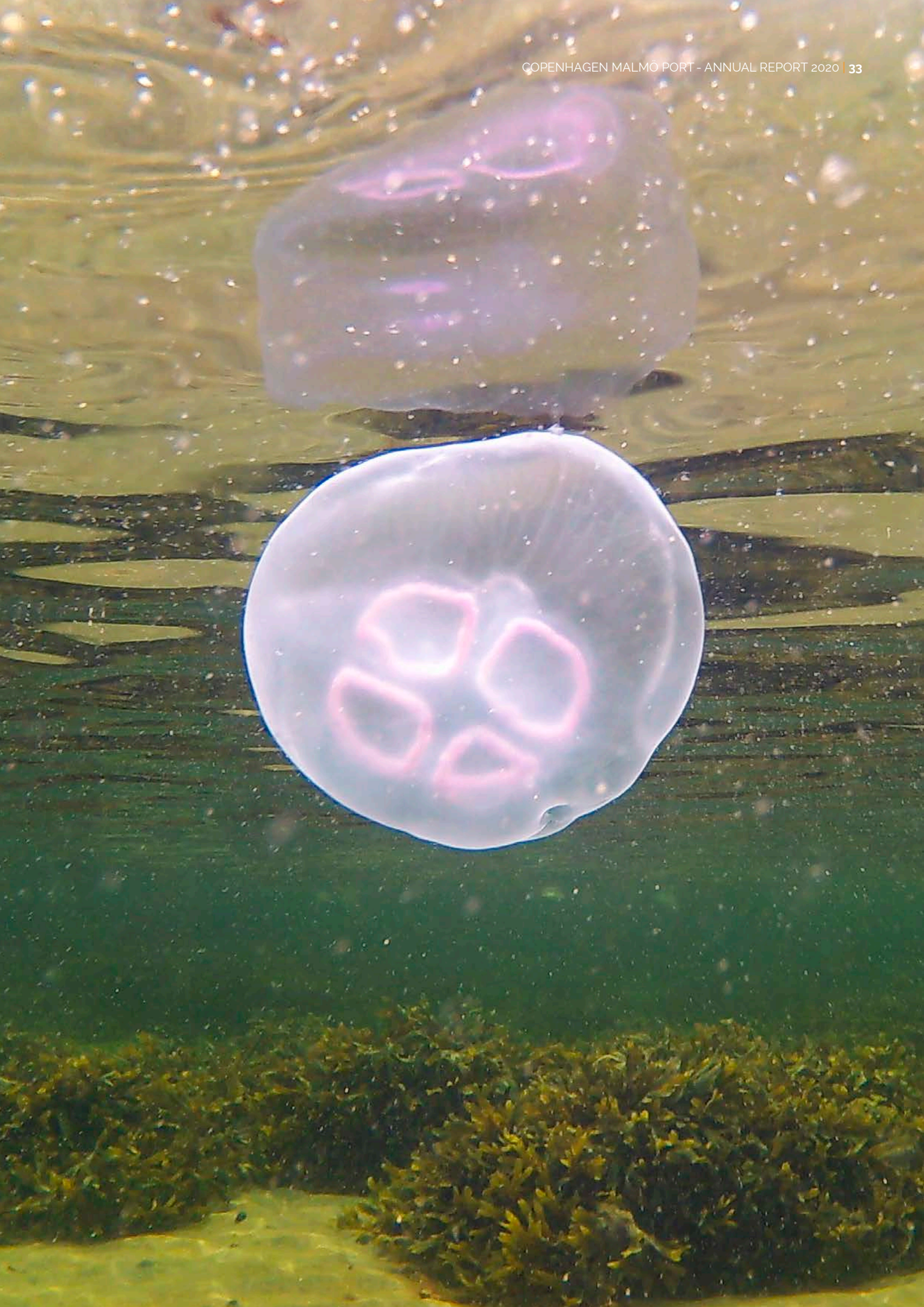
CMP strives to create an accident-free workplace. We have a set objective aimed at completely avoiding accidents where an employee is on sick leave as a result of an injury, known as a "lost time injury" (LTI). An essential part of being able to offer a safe workplace is that all employees have the correct skills and expertise to be able to carry out their work tasks and responsibilities, which CMP ensures through relevant in-service training and skills development. A strict zero tolerance policy is applied within CMP to the consumption of drugs and alcohol and we provide our employees with training on high-risk consumption and carry out random drug tests.

INCIDENTS AND ACCIDENTS	2020	2019
Number of deaths	0	1
Number of lost time injuries	2	5
- Lost time injury frequency rate ¹⁾	3,35	8,46
Number of accidents without lost time	29	33
Number of near incidents ²⁾	50	44
Number of risk observations ³⁾	56	69

Notes
1) The frequency rate is calculated as the number of accidents with working hours lost per million hours worked.
2) Near incidents refers to events that could have led to an injury or an accident, but which ended well.
3) Risk observations relate to the identification of a risk that could have led to an injury or accident.



CMP identifies and carries out a risk assessment for each part of the operation, and in particular when any part of the operation changes, for example through a change in the loading or unloading procedure or when a new type of vessel or type of freight is to be handled. The risk assessment is documented in the company-wide event management system TRIA, where incidents and risk observations are reported. Incident reports are of great importance to our safety culture and can give us good insights into potential risks in our operations.



PROTECTING THE MARINE ENVIRONMENT



Protecting the marine environment is a guiding principle for CMP and is naturally linked to the activities we do. CMP and our customers operate in the area where sea meets shore and we always strive to run our operations with minimal impact on the local environment. This includes preventive measures that reduce the risks of emissions to water and efforts to promote biodiversity.

” PROTECTING THE MARINE ENVIRONMENT IS A GUIDING PRINCIPLE FOR CMP

The work of protecting the marine environment is closely associated with two of the SDGs we have chosen to focus on - Clean water and sanitation (SDG 6) and Life below water (SDG 14).

As a port, CMP has a strategically important role to play in the long-term development of the seas in general, and of the strait between Denmark and Sweden and the Baltic Sea in particular. Its operations affect the marine environ-

ment if accidental spills into the water occur from ships in the port, in the handling of solid or liquid ship-generated waste or if accidental leaks from machinery or equipment occur. Prosperous and sustainable societies depend on access to good quality water and efficient sanitation systems.

Therefore, CMP strives to achieve the most efficient water consumption possible, combined with strategic initiatives which contribute to cleaner water.

What we do to achieve clean water

CMP implements preventive measures which minimise the risk of emissions to water, while developing effective measures aimed at minimising the damage in the event of an accident occurring. We were the first in the world to use Autonomous Surface Vessel technology, an electric torpedo which can block off Malmö's oil port in less than 10 minutes if a leak occurs, thereby quickly containing the

spread of any spillage. We have also installed equipment so that loading and unloading of bulk goods takes place in a safer way. In 2020, regarding spills in the water or on land, two significant spills were recorded. In both cases, the authorities in each country were informed straight away according to the regular procedures and the spills were tackled immediately, minimising any damage. There were 19 minor spills in total in Copenhagen and Malmö, in connection with minor incidents in the oil port areas.

The area in Swede Harbour in Malmö is used to handle various types of dry bulk products which, in the event of a spill, may put the surface water at risk of pollution. We conduct regular chemical water analyses to monitor this environmental risk. We also have a purification system which involves the surface water in the area being transported to a pool with a lime barrier, where the water is purified by both sedimentation and filtration before being released back into the port basin.

CMP continuously endeavours to be at the forefront with its use of environmentally friendly cleaning techniques and cleaning products. The cruise terminals in Copenhagen and Visby are equipped with technical solutions enabling them to receive and handle wastewater from vessels, such as black water, which is flushed out of toilets, and grey water from baths, showers and laundry. Trucks are used for this at our other quays and terminals. Several of the new cruise ships are equipped with facilities which can purify the wastewater and create a dry substance that is burned in the ship's boilers. From 2021, new rules will apply to ensure that it must be possible for all wastewater to be brought ashore, while CMP is working on finding solutions for the remaining areas, including by carrying out tests which involve degassing the highly concentrated content.

SUSTAINABLE DEVELOPMENT GOALS

SDG 6: CLEAN WATER AND SANITATION

Target 6.3 To improve water quality and wastewater treatment, and increase recycling

Target 6.4 To increase water-use efficiency and safe water supply

Target 6.6 To protect and restore water-related ecosystems



” CMP PROTECTS OUR ECOSYSTEMS AND IS INVOLVED IN SEVERAL INITIATIVES TO PROMOTE BIODIVERSITY

CMP's operations have an impact on biodiversity within and in the vicinity of the port area. Our customers need to be able to leave waste in the port without harming the marine environment. Therefore, we are actively involved on a broad front in caring for marine life. Through cooperation and innovation, we will preserve and develop biodiversity in the port area. The total volume of waste produced during the year decreased sharply, and this was primarily due to the decreased cruise traffic in Copenhagen. At the end of the year, an extensive inventorying of recycling sites in Malmö was initiated with the aim of improving out recycling procedures within our operations to make them more efficient and productive.

What we do to promote sustainable seas
Plastic in the oceans is one of the great sustainability challenges of our time. To combat this locally, CMP is making a special effort to protect the marine environment by collecting plastic and other waste from the port basins, as well as by eliminating the use of single-use plastic products in our own operations. We are also involved in raising awareness about littering in the port and among our employees. In 2020, World Cleanup Day was marked with a competition which encouraged employees to pick up litter in their neighbourhood and in wildlife areas, benefiting both the environment and people.

WASTE, TONNES ¹⁾	2020	2019
Hazardous waste	2,742	3,113
Other waste	418	2,730
Total waste	3,160	5,843
- of which to energy recovery or material recycling	3,156	5,744

Notes
1) Waste from CMP's activities and collected from the ships.



CMP protects our ecosystems and is involved in several initiatives to promote biodiversity. An example of this is that we are currently looking into the possibility of introducing artificial habitats in the long term to protect fry.

In consultation with the authorities, a new method is also being tested in Swede Harbour to protect a rare, red-listed species of the European green toad. By filling ditches with crushed limestone, large amounts of precipitation are caught and purified before being released into the port basin. The result is that the toads avoid these ditches and stay in the area around the pond.

Another example is the very unusual field rose, which grows in the port of Malmö and is spreading via its wide root system. To allow the field rose to grow undisturbed, CMP has put up a fence around the mother plant and takes great care when carrying out groundwork near the rose.

SUSTAINABLE DEVELOPMENT GOALS

SDG 14: LIFE BELOW WATER
Target 14.1 To reduce pollution in the sea
Target 14.2 To protect and restore the ecosystem



PROTECTING THE MARINE ENVIRONMENT:

HOW CMP IS WORKING WITH AGENDA 2030

PROACTIVE WORK AGAINST OIL SPILLS AT PRØVESTENEN
IN KEEPING WITH SDG 6 – CLEAN WATER AND SANITATION

” WITH THE HELP OF LARGE
OIL SEPARATORS, WE ARE
ABLE TO CAPTURE ANY OIL SPILLS
OCCURRING IN THE PORT

In the area of Prøvestenen in Copenhagen, we mainly handle oil products, such as jet fuel and general vehicle fuel. Since CMP is the link between land and sea, it is our task to ensure that all the oil which arrives in the ships is brought ashore safely and securely.

With the help of large oil separators, we are able to capture any oil spills occurring in the port. This means that all the surface water and water on the tank farms passes through our oil separators before it is returned to the sea.

The oil separators are monitored on a daily basis, which means that we can be proactive if the oil levels show even

the slightest tendency to rise. Once a year, a standing inspection is also carried out where all the oil separators and gullies are carefully cleared, which ensures stable operation and helps us avoid spills.

In addition to this, we also plant different tree varieties in the area, which have a special property in being able to absorb oil from the soil. Poplar trees were planted five years ago and birch trees will also be planted together with other seed mixtures by spring 2021. We hope that this will help create greater biodiversity and also attract growing wildlife in the port area.



CLIMATE, ENERGY AND EMISSIONS

CMP strives to achieve the smallest carbon footprint possible, thereby minimising the adverse impact that we have on the environment. Our operations have a direct impact on the environment through our energy consumption and the accompanying emissions released into the air. Therefore, we have chosen our climate-related work as a particularly important focus area in our sustainability agenda, where we constantly review our actions in terms of issues such as energy and emissions.

Our climate-related work is closely linked to three of the SDGs we have selected – Good health and well-being (SDG 3), Affordable and clean energy (SDG 7) and Climate action (SDG 13).

Our operations affect the environment in terms of both noise and emissions, including carbon dioxide, nitrogen oxides and sulphur oxides. They are produced mainly in connection with the consumption of fossil fuels in CMP's equipment and machinery, but above all from the ships when they are in the port.

Since our operations are located close to densely populated urban environments, it is vitally important for us to tackle this challenge, as emissions have an impact on human health and overall well-being. We must also ensure that our employees are not exposed to air pollution in their work either and that they are protected against harmful chemicals which they may encounter in our operations. In addition, both oil and other chemicals can pose a pollution risk to the soil in the port, which can have an adverse impact on both the environment and our ability to run our business.

What we do to protect the environment and health
There is a constant effort being applied within CMP to combat emissions and pollution, thereby contributing to the protection of human health. We are actively involved in developing and offering services so that our customers can reduce their emissions in the port. This includes a project which is underway to establish a shore power facility that can supply energy to the ferries of our customer DFDS in Copenhagen when they are berthed at the quay. Our

Code of Conduct also contains clear requirements about how we and our partners should act within the port area in order to protect our employees' health and the soil from pollution.

As a port, we are an energy hub and the green conversion of CMP requires large amounts of electricity. At the same time, our customers are increasingly demanding access to renewable energy. All in all, this means that we must be at the forefront of ensuring that we have access to the energy we need in the future too, while also being specifically responsible for contributing to cleaner forms of energy.

What we do to promote greater energy efficiency
All types of energy affect the environment in different ways, especially when the fuel is consumed directly and when fuels are extracted and converted into electricity and heat. Continuous work is underway at CMP to reduce energy consumption in our operations. We are working strategically on phasing out fossil energy and phasing in energy from renewable sources. At present, some fossil fuels are mainly used in the form of diesel for machinery, but during the year we have expanded our use of HVO, a fossil-free fuel based on vegetable oils, while we are increasingly switching over to hired electrical equipment.

Through collaborations with different partners, we take a sensitive approach to testing and developing new fossil-free forms of energy. We buy 100 per cent renewable electricity for lighting in the port area and the management of our properties. The transition to LED lighting throughout the port area, which began in 2019, has continued with fluorescent lamps being replaced. This venture not only provides a better light, but also consumes less electricity and lasts much longer than previous light sources.

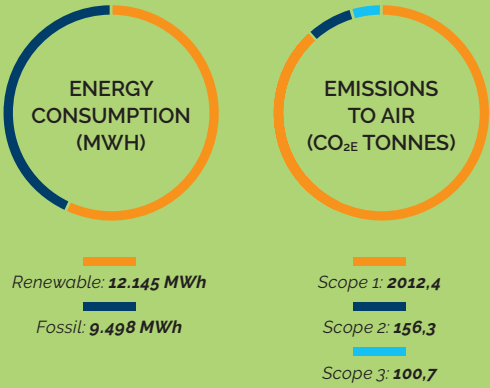
The total consumption of energy has increased, primarily due to several new tenants with demanding needs for electricity consumption and a problem (which has been remedied) with our master system for lighting masts.

ness of the choices we can make so that we take the right action in terms of climate impact both at work and at leisure.

Our climate-related work
It is crucial for us at CMP to continuously analyse, assess and manage the risks associated with future climate change, together with our stakeholders. Based on this, we set ambitious goals and action plans for reducing our own emissions and we are constantly striving to increase our own and our employees' awareness of sensible climate choices which we can make in both professional and private contexts.

The climate-impacting emissions which are released in the port come predominantly from our customers' ships. As a port, we have the opportunity to encourage and support their work in reducing their climate impact, such as by offering shore power. At the same time, this imposes requirements on the ships' technical specifications, which ultimately the customer is responsible for.

During the year, our greenhouse gas emissions from our own operations (scope 1 and 2) decreased by 8 per cent, close to this year's target goal of a reduction of 10 per cent. The biggest impact was the continued consumption of diesel fuel for machines, however the transition from fossil fuels to HVO in the machines made a positive contribution. Almost all of the business trips that would have been made were not, resulting in a significant reduction in scope 3. Near the end of the year, CMP entered into an agreement relating to the transition from natural gas to biogas (took effect 1 January 2021), which will have a positive impact on our journey towards becoming a carbon neutral business.



ENERGY CONSUMPTION (MWH)		2020	2019
Fossil	Diesel and oil	5,915	6,555
	Natural gas	1,630	1,596
	District heating	1,953	2,144
Renewable	Electricity	11,175	7,004
	Biodiesel HVO100	970	801
Total energy consumption		21,643	18,100

CMP must, together with the local authorities in Malmö and Copenhagen, be prepared to be able to operate port activities in a future where climate change in the form, for instance, of increased rainfall, more storms and higher water levels will affect everyday life to an ever-increasing extent. Therefore, the climate agenda is vitally important to CMP. Within this framework, we have set a vision for CMP to be carbon neutral in its own operations (scope 1 and 2) by 2025. At the same time, we also want to promote aware-

EMISSIONS TO AIR (CO2e TONNES)	2020	2019
Scope 1 (emissions from fossil fuels within CMP) ^{1) 2)}	2,012.4	1,787.1
Scope 2 (emissions from purchased electricity and heat) ³⁾	156.3	567.3
Scope 3 (emissions in CMP's value chain) ⁴⁾	100.7	193.8
Total CO2e emissions	2,269.4	2,548.2

Notes
1) Emissions from the business based on the financial control principle (including subsidiaries).
2) In 2019, natural gas and oil were categorised as Scope 2, however this year are included in Scope 1 due to our own fuel consumption and thus direct impact.
3) Calculated based on market-based emission factors (electricity 100% renewable).
4) Refers to business travel and the resale of fossil fuels to customers.

SUSTAINABLE DEVELOPMENT GOALS

SDG 3: GOOD HEALTH AND WELL-BEING

Target 3.9 To reduce the number of deaths and illnesses from hazardous chemicals and pollution and contamination

SDG 7: AFFORDABLE AND CLEAN ENERGY

Target 7.2 To increase the share of renewable energy in the world

Target 7.3 To double the improvement in energy efficiency

SDG 13: CLIMATE ACTION

Target 13.1 To strengthen resilience and adaptive capacity to climate-related natural disasters

Target 13.2 To integrate climate change measures into national policies and planning

Target 13.3 To improve awareness-raising and the capacity to handle climate change



” ALL OUR ROLLING STOCK,
SUCH AS WHEEL LOADERS
AND MOBILE HARBOUR CRANES,
NOW ONLY RUN ON HVO

FOSSIL FREE HVO DIESEL FUEL

HVO is a synthetic diesel and is made from renewable raw materials such as pine.

CLIMATE, ENERGY AND EMISSIONS:

HOW CMP IS WORKING WITH AGENDA 2030

FOSSIL-FREE FREIGHT HANDLING ACCORDING TO
SDG 13 – CLIMATE ACTION

Our work on SDG 13 is closely linked to our goal of being carbon neutral by 2025. We adhere at CMP to a concept which is about being able to offer fossil-free freight handling, where we will avoid adding a climate footprint during the actual handling phase. This has a special appeal for customers who have sustainability as one of their core values and we want to be the natural partner for them.

As part of purchasing new machinery and planning our freight handling operations, we always try to strive for the smallest carbon footprint possible. In particular, we are looking at alternative fuels and are trying, as far as possible, not to opt for fossil fuels. One example of this is by replacing traditional diesel fuel with HVO. HVO is largely similar to diesel and can be used as fuel in almost all diesel engines available today, both old and new. The great advantage is that HVO reduces the carbon footprint by up to 80 per cent, which is vitally important to us when we are working to reduce our carbon footprint and, not least, our customers' carbon footprint.

Our first step has been to introduce HVO fuel for our bulk operations in Swede Harbour in Malmö, where we largely handle dry bulk, i.e. scrap, grain and similar products. All our rolling stock, such as wheel loaders and mobile harbour cranes, now only run on HVO. The remainder of our machinery, such as the quay cranes in Swede Harbour, already run mostly on electricity during freight handling. However, when moving or maintaining cranes, it is still necessary for us to use diesel at present.

The transition to HVO has been made seamlessly. Since April 2019, we have not refuelled our rolling stock in Swede Harbour with any fossil diesel. Running only on sustainable fuel has incurred an additional cost for us as a company, but the gain in terms of environmental benefits and lower emissions is something that we at CMP are striving for.

SUSTAINABLE DEVELOPMENT GOALS



SDG 7: AFFORDABLE AND CLEAN ENERGY

Target 7.2 To increase the share of renewable energy in the world

Target 7.3 To double the improvement in energy efficiency

SDG 13: CLIMATE ACTION

Target 13.1 To strengthen resilience and adaptive capacity to climate-related natural disasters

Target 13.2 To integrate climate change measures into national policies and planning

Target 13.3 To improve awareness-raising and the capacity to handle climate change

SUSTAINABLE DEVELOPMENT GOALS

SDG 9: INDUSTRY, INNOVATION AND INFRASTRUCTURE

Target 9.1 Create sustainable, resilient and inclusive infrastructure

Target 9.4 Upgrade all industry and infrastructure for increased sustainability



PARTNERSHIP AND INNOVATION

CMP wants to be a driving force for sustainable development in the industry, ideally at the forefront inspiring others. To ensure that this becomes reality, cooperation with other actors is needed, enabling us to share solutions and obtain important knowledge that will drive our innovation work forward.

Our partnership and innovation work is closely associated with two of the SDGs we have chosen to prioritise – Industry, innovation and infrastructure (SDG 9) and Partnerships for the goals (SDG 17).

A prerequisite for operating our business is to be able to provide optimal service to our customers. Working with SDG 9 is therefore central to CMP's business. By focusing on development and innovation throughout the organisation, we are increasing the opportunity to meet the expectations our stakeholders have on our service offering and

performance. By doing so we also contribute to meeting and raising the standards in our industry.

Our work on sustainable industry, innovations and infrastructure

CMP's core business is to provide infrastructure for the benefit of the whole of society. By being the link between shore and sea, we create the conditions for sustainable freight transports by sea. A natural part of this is our continuous improvement work. We strive for new, innovative solutions that improve our services and internal processes.

A specific example of our innovation work is that we, together with DFDS, will be able to offer shore power for ferries in our port in 2021. The service means that ferries do not need to rely on their engines to supply them with electricity, which results in a reduced consumption of fossil fuels when the ferries are alongside quay. CMP is therefore helping to reduce the port's total carbon dioxide footprint while also limiting noise pollution in the vicinity.



PARTNERSHIP AND INNOVATION:

HOW CMP IS WORKING WITH AGENDA 2030

CONDUCTING PORT INSPECTIONS ACCORDING TO SDG 9 – INDUSTRY, INNOVATION AND INFRASTRUCTURE

Port inspections using drones

At CMP we are open to inspiration and ideas that can help us to develop and become even better. A current example is a solution to streamline the inspection of the port area using drone technology.

Using drones makes our work easier as we can decide ourselves both the time and the scope of the inspections. We can act quickly if the need arises, and even have the ability to carry out more frequent, closer inspections of quays, buildings, rooftops, gutters, electric coils, lighthouses and facades. Overall this means that we can be more proactive in our maintenance work, which contributes to both increased security and safety in the port area.

Cooperation is crucial for CMP's sustainable development. By cooperating and working with external partners, we can improve our business for the future, and find synergies that contribute to innovative solutions and not least new business opportunities. As CMP is answerable to political interests, it is important to ensure that our opinions are represented in the right decision-making processes. In this way we ensure that we have an impact on the frameworks of our industry supporting the green transformation that we want to achieve.

Our work with partnerships

CMP is actively seeking new forms of cooperation and partnership. Our focus is primarily on the energy of the future and reducing our climate impact. As a port we have a

social responsibility and are part of a wider ecosystem of services. That is why it is important that we reach a consensus on sustainable development that has the power to actively contribute to driving our industry forward. An important and significant example of our SDG 17 work is what we call the "Ocean Valley" strategy, where the aim is to make the blue industry greener. CMP wants to be able to offer a platform and testbed that enables the development of maritime sustainable solutions among the actors in the region.

Other important collaborations of significance include the declaration of intent between nine other Nordic ports and our collaboration with the Port of Los Angeles, among others. Furthermore, a collaboration was initiated during the year with Amager Resource Center in Copenhagen concerning carbon dioxide capture. The project is the first of its kind in Denmark and will not only contribute to Copenhagen municipality's goal to be the world's first carbon dioxide neutral capital, but also to the national goal of reducing Denmark's carbon dioxide emissions by 70 per cent by the year 2030.

We are also cooperating continuously with the UN supported World Maritime University (WMU) in Malmö, where we welcome student visits each year and arrange regular lectures. In 2019 we adhered to the UN's Global Compact and are now a full member, where we work actively in accordance with the organisation's ten principles.

” WE ARE OPEN TO INSPIRATION AND IDEAS THAT CAN HELP US TO DEVELOP AND BECOME EVEN BETTER

SUSTAINABLE DEVELOPMENT GOALS

- SDG 17: PARTNERSHIPS FOR THE GOALS
- Target 17.14 Enhance policy coherence for sustainable development
 - Target 17.16 Enhance the global partnership for sustainable development
 - Target 17.17 Encourage effective partnerships



ABOUT THE SUSTAINABILITY REPORT

This is Copenhagen Malmö Port's (CMP's) fourth annual sustainability report and relates to the 2020 financial year. The sustainability report encompasses the parent company Copenhagen Malmö Port AB (Corp ID no. 556027-4077) and all entities that are consolidated in CMP's group accounts for the same period. On signing the annual report and consolidated accounts, the board of directors of Copenhagen Malmö Port AB has also approved the sustainability report.

The sustainability report has been prepared in accordance with the provisions of the Annual Reports Act and with guidance from the GRI Sustainability Reporting Standards. We intend to use GRI as the standard in the future for the sustainability report as a whole, but in this report we apply selected GRI Standards as below only.

Certain GRI reporting items are not relevant and have thus been omitted. Where there are specific demarcations or

deviations from GRI's definitions, this is indicated in connection with the presentation of the indicators.

As a basis for our continued sustainability work, we established new metrics and routines for data collection ("accounting policies") last year and will therefore present data for 2019 and 2020 only. In the future we have the ambition to present historical figures for the last couple of years in order to better evaluate outcomes and trends.

The sustainability information specified in the Annual Accounts Act's 6th Chapter can be found in the sustainability report in addition to the description of the company's business concept presented elsewhere in the annual report. Sustainability risks are addressed in the risk section of the annual report, but also on an ongoing basis in the sustainability report, where we mainly equate sustainability risks with the essential sustainability issues that we report.

GRI STANDARD	INDICATOR	SECTION
GRI 201: Economic Performance 2016	201-1	Part of society
GRI 203: Indirect Economic Impacts 2016	203-2 (partial)	Part of society
GRI 205: Anti-corruption 2016	205-3	Sustainability management within CMP
GRI 302: Energy 2016	302-1	What we do to promote greater energy efficiency
GRI 305: Emissions 2016	305-1, 305-2, 305-3	Our climate-related work
GRI 306: Effluents and Waste 2016	306-2	What we do to promote sustainable seas
GRI 401: Employment 2016	401-1 (partial)	Sustainable working conditions
GRI 403: Occupational Health & Safety 2018	403-9 (partial)	Systematic health and safety work
GRI 405: Diversity and Equal Opportunity 2016	405-1 (partial)	An equal and inclusive workplace