

CMP Waste Management Plan



COPENHAGEN MALMÖ PORT

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Introduction

Welcome to CMP, our thriving hub of maritime activity! We proudly present our new Waste Management Plan, which upholds the highest standards set by the International Maritime Organization (IMO). This comprehensive plan addresses CO2 requirements, environmental concerns, and promotes sustainability and recycling.

In collaboration with a leading waste recycling company, our Waste Management Plan adopts an innovative approach to waste reduction and recycling. Together, we strive to minimize waste generation and create a circular economy within CMP.

We prioritize the reduction of CO2 emissions by embracing renewable energy and energy-efficient systems. By harnessing sustainable energy sources, we actively contribute to global efforts in combating climate change.

At CMP, we view waste as a valuable resource. Through effective waste segregation and partnerships with recycling agencies, we recover and reuse valuable resources, promoting a greener future and reducing the environmental impact of our operations.

By implementing this Waste Management Plan in collaboration with our esteemed waste recycling partner, we exceed IMO standards and work towards a more sustainable future. Join us in our commitment to environmental responsibility and innovation, as together we shape a cleaner, greener, and more sustainable maritime industry at CMP.

[Sustainability - CMP \(cmport.com\)](https://www.cmport.com/sustainability)



Special information

The port of Visby is located on an island and all waste landed here is later transported to the mainland before it is sorted and recycled. To reduce the environmental burden, only limited waste should be handled on the island.

CMP urge all vessels to consider landing the majority of their waste, sewage and sludge in other mainland ports, before or after calling Visby.

Waste processing

CMP is working together with the below collaborative partners in our waste management:

Domestic and food waste

- Berth: 1, 2, 4, 7, 10, 14 & 15.

www.gotlandsakericentral.se

Sludge and oily water (in liquid form):

- Only Berth 7, 14 & 15

www.ragnsells.se

Sewage - from all other berths:

- Only Berth 7, 14 & 15

Visby Hamn beredskap

There are no fixed waste facilities available in Visby.

Quay 14 & 15: One (1) container available on request with max capacity of 22 m³

Quay 1,2,4,7 & 10: Containers available on request with max capacity of either 2 m³ or 22 m³.

Waste types and quantities

CMP receive the following waste types: sewage, waste oil, domestic waste, food waste.

All waste is received according to the legislation also documented in this WMP, under the “no special fee” scheme but only from ships paying port dues.

Categories of ship generated waste CMP receive:

Domestic and food waste

Capacity: 1 x 22m³ containers.

Sewage

Berth 7, 14 & 15 by fixed shore connection. Maximum receiving capacity 300 m³.

Receiving rate: 100 m³/hr.

Sludge, Oily Mixtures and Residues

Pickup by truck with max 9 m³ Capacity

Waste delivery at Visby Port

Ship operators, agents, or masters must declare waste details electronically, prior to arrival, including amount and type, through the MSW system. Agents are to order waste handling through the AgentPortal (CMP).

Timeframes vary based on port knowledge and voyage duration:

Standard notification: minimum 24 hours or;
upon departure from last port of call if the voyage is of a duration of less than 24 hours.

Special requirement for handling during weekends:

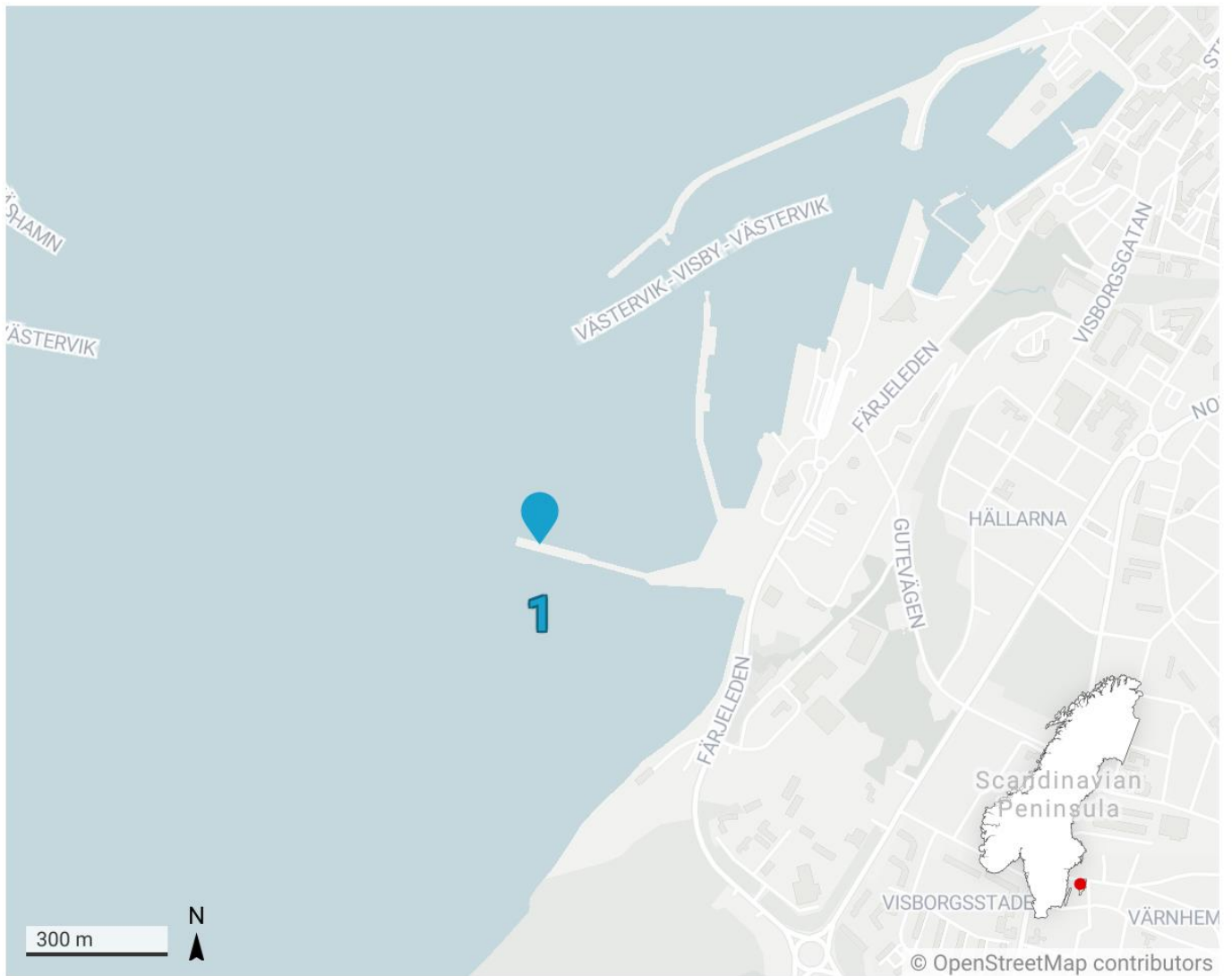
Deadline for waste orders in weekends must be informed CMP no later than 13:00 hrs Friday afternoon.

Waste Receipt

Ship masters must ensure that all waste on board is delivered to the port reception facility, following MARPOL discharge standards. Port operator issue waste delivery receipts, which are electronically reported. Records must be kept for two years and provided to the Environmental Protection Agency upon request.

CMP aim to issue a digital Waste Receipt upon vessels' departure. Visby hamn beredskap and or agent are to report to CMP the actual waste delivered and CMP will issue the Waste Receipt. The waste receipt is forwarded by email to the vessels' agents as a PDF document.

Map of all CMP's Wastestations



- 1. V14/V15 Cruise Quay (on demand)

No Special Fee (NSF)

Applies for cruise and merchant vessels. Naval vessels are not applicable for the NSF.

The No Special Fee is separated into 3 categories:

Sludge

Sewage

Waste

When waste delivery notice of 24 hours before arrival (or upon departure from last port of call, if the voyage is less than 24 hrs) is not given in due time, or if port fee is not paid the NSF lapses.

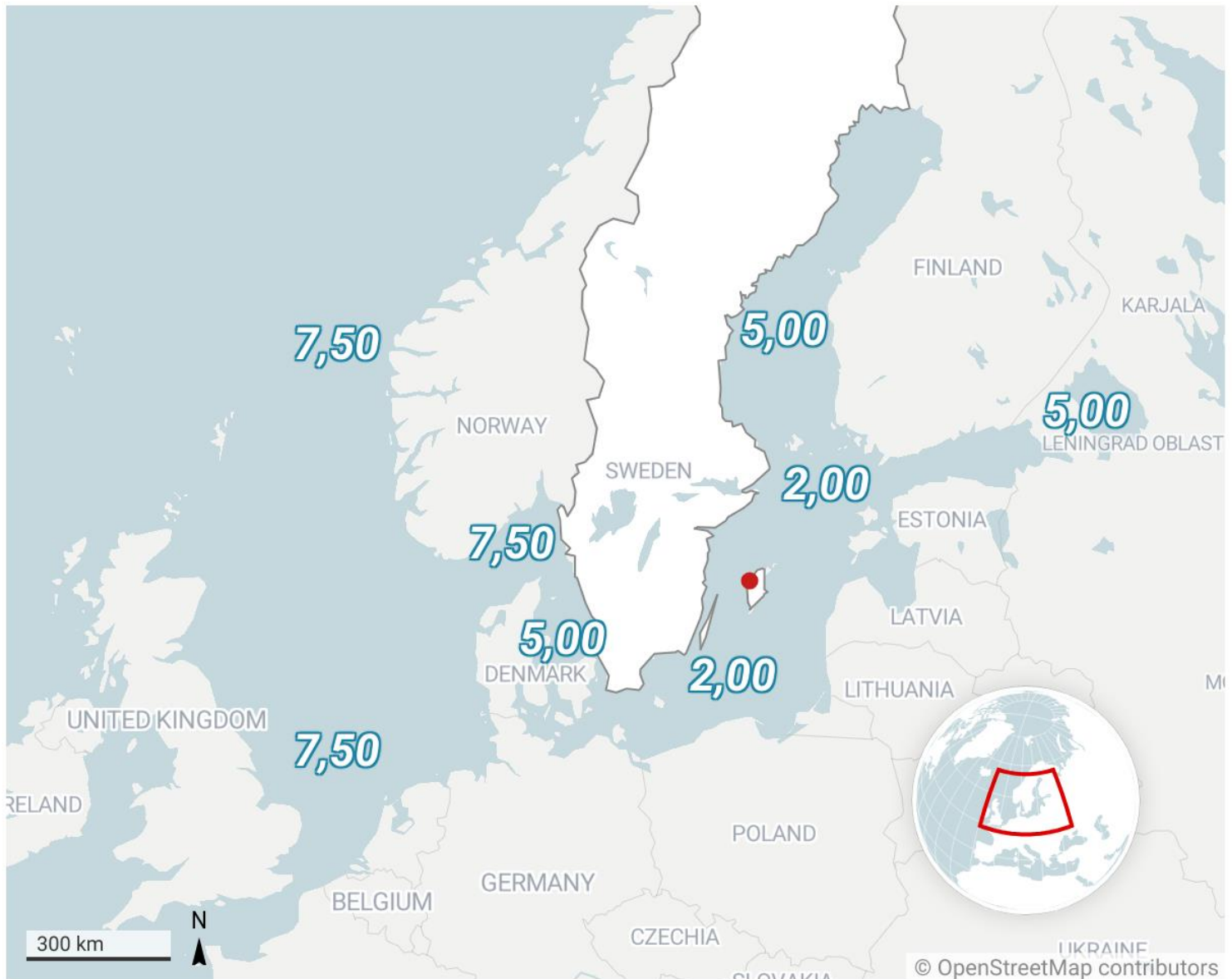
Sludge – NSF

Special information

Sludge should only be landed on the island under very special circumstances as the burden on the environment is heavy.

Cruise vessels: See detailed map of NSF amount and calculation formula on the next page.

Map of NSF for Sludge disposal



Created with Datawrapper

Other ports are 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.

NSF for sludge is not multiplied by days like for Sewage/Waste as it depends on main engine running.

Sewage – NSF

Cruise vessels : 300 m³ NSF/day

We cannot handle more Sewage than included in the NSF. See special information on page 2.

Waste – NSF

Cruise vessels: 20 m³ NSF/day

We cannot handle more waste than included in the NSF. See special information on page 2.

Merchant vessels: the amount a normal ship can generate from the last port of call

Fee and Prices

CMP's pricelist is always the latest published version available on www.cmport.com

The part of a ship's waste that is related to its operation is collected under "No Special Fee", provided the amount of such waste is reasonable with respect to both the size of the ship and its normal voyage.

Collections of unreasonably large amounts shall be charged accordingly and requires at least 24 hours' notice.

CMP charges fees for amounts which exceed the No Special Fee amount, Suction trucks if vessel cannot pump ashore, less than 24 hrs before arrival and less than 24 hrs cancellation fee. All fees can be found on www.cmport.com

Making a complaint

In case of users who wish to complain about insufficient waste reception facilities a complaint can be made by sending a mail directly to:

CMP – Copenhagen Malmö Port
Containervej 9
2150 Nordhavn
Email: portoffice@cmport.com
Phone (24hrs): +45 35 46 11 38

The complaint must contain:

- Detailed description of the insufficient receiving facilities involved
- Suggested improvements
- Date, Time and location of where the inadequacy was experienced.
- Name, title and company of the party issuing the complaint.

User meetings and consultations

CMP invites our regular users to an annual discussion on the effectiveness of the rules on receiving waste, waste facilities and more.

Legislation

Applicable national and international directives, regulations and recommendations:

1. **MARPOL Annex V:** This is an international treaty that addresses the prevention of pollution by garbage from ships, including waste management in ports. It sets guidelines for the disposal of garbage, including plastics, food waste, and other materials, to prevent marine pollution. Sweden, being a signatory to MARPOL, implements these guidelines in its ports.
2. **EU Port Reception Facilities Directive (2000/59/EC):** While this is a European Union directive, it's relevant to Swedish ports due to the country's membership in the EU. The directive addresses waste reception and disposal for ships in ports. It aims to ensure that adequate waste reception facilities are available in ports for various types of ship-generated waste.
3. **IMO Guidelines on the Provision of Reception Facilities at Ports (Resolution MEPC.83(44)):** This is an IMO resolution that provides guidance on the availability of adequate reception facilities for ship-generated waste and cargo residues at ports
4. **Stockholm Declaration on Marine Environment and Ports:** While not a legally binding reference, this declaration was adopted by the International Association of Ports and Harbors (IAPH) and emphasizes the importance of sustainable development and environmental protection in port operations.
5. **The Baltic Sea Action Plan:** While not specifically about waste management, this plan aims to restore and protect the marine environment of the Baltic Sea. It may indirectly impact waste management strategies in Swedish ports located along the Baltic Sea.