

CMP Waste Management Plan

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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 partners, 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 – learn more here: [Sustainability - CMP \(cmport.com\)](https://cmport.com/sustainability)

On behalf of CMP Maritime Service & Security

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Master Mariner, Port Officer

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CMP Environmental targets.

Waste – CMP promote a circular economy through efficient sorting and ensure that at least 90 % of collected waste is recycled or reused and that no more than 10 % of the waste collected is incinerated for energy recovery.

To achieve our targets

- We urge to reduce food waste (according to legislation it is now required that all food waste must be incinerated).
- We urge to improve better sorting (glass and porcelain must be completely separated to be able to recycle)
- We urge to sort the plastic according to purity. Clean plastic must be separated from dirty plastic)
- We urge to separate clean cardboard from dirty cardboard.
- We can only accept waste in clear plastic bags - No dark plastic packaging will be accepted (due to new Danish legislation for 2025)
- We urge to an overall better separation of the various types of waste.
- We will speak directly to the environmental officers onboard the vessels, to optimize waste management / handling in Copenhagen.

Waste processing

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

Waste; operational domestic and environmental/hazardous: www.stenarecycling.dk

Sludge and oily water (in liquid form): www.avista-oil.dk

Sewage – Berth C331, C332 & C333 (late 2024 incl C192-C198) www.hofor.dk

Sewage - from all other berths: www.stenarecycling.dk

Waste reception and specification

Waste Reception

Vessels place their waste order through the Safe Sea Net system and CMP's AgentPortal (www.cmpweb.stamford.se). Waste reception is handled by the ships crew by using the Waste Management Plan and deliver their sorted waste to the recycling stations which are placed according to the map in this document. The waste reception takes place by self-service, as the recycling stations are not manned by CMP staff. CMP carries out random check on the actual quantities delivered by the vessels.

Waste specification

CMP and our stakeholder handle all waste types , including dangerous goods, described in the Safe Sea Net document, and listed below:

- Oily Bilge water
- Oily Residues (Sludge), includes "scrubber washingwater"
- Oily tank washings (Slops)
- Dirty ballast water
- Scale and sludge from tank cleaning
- Other (please specify)
- Category X substance_Indicate the proper shipping name of the NLS involved
- Category Y substance_Indicate the proper shipping name of the NLS involved
- Category Z substance_Indicate the proper shipping name of the NLS involved
- OS other substances_Indicate the proper shipping name of the NLS involved
- Sewage
- Plastic
- Food waste
- Domestic wastes
- Cooking oil
- Incinerator ashes
- Operational wastes
- Animal carcasses
- Fishing gear
- E-waste
- Cargo residues (non-HME)_Indicate the proper shipping name of the dry cargo
- Cargo residues (HME)_Indicate the proper shipping name of the dry cargo
- Ozone-depleting substances and equipment containing such substances
- Exhaust gas-cleaning residues
- Passively fished waste

Waste types and quantities

CMP receive many different forms of waste, including sewage, waste oil, domestic waste, food waste and other wastes besides cargo residues which are produced whilst the ship is in normal operation. 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.

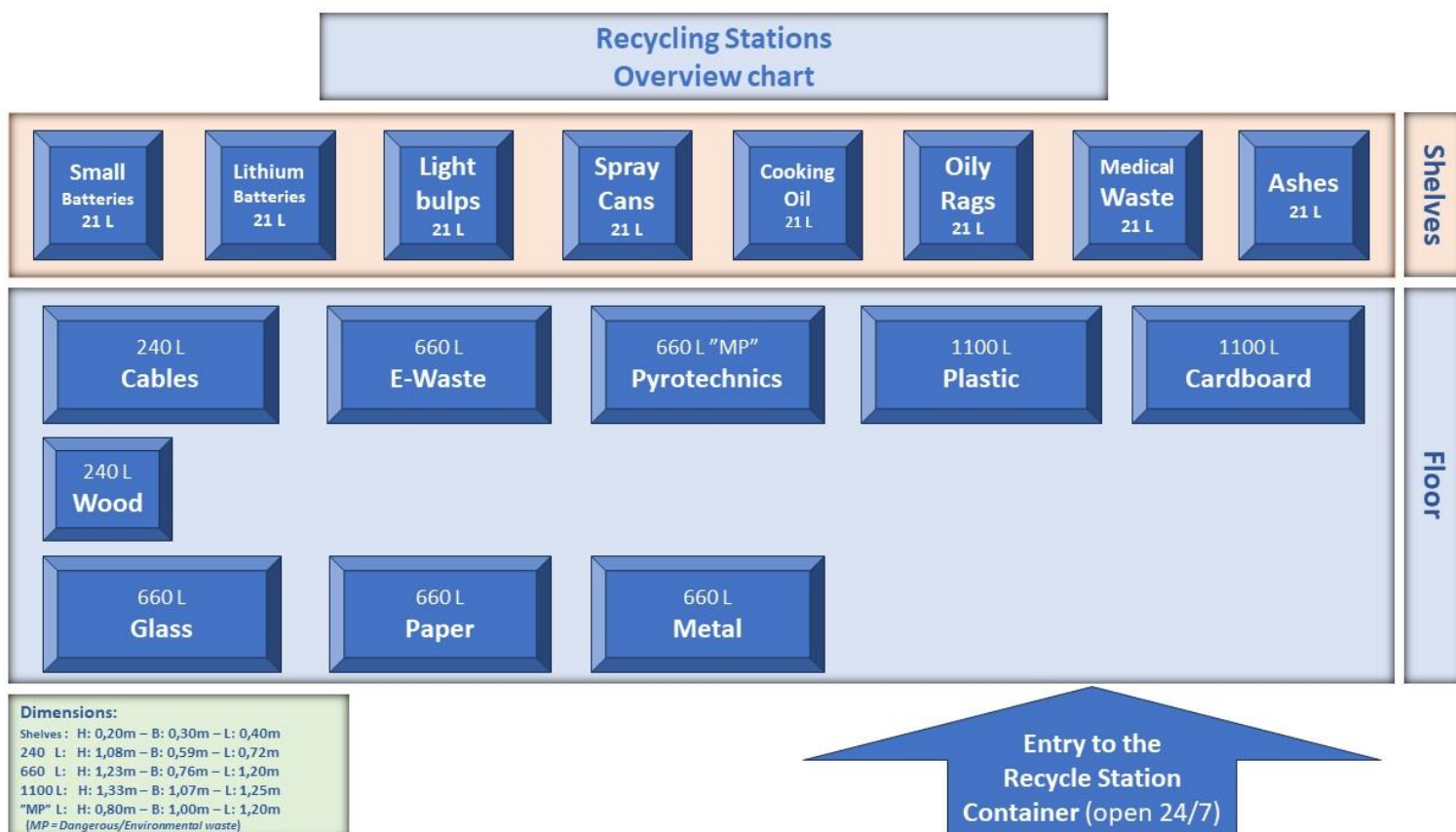
Categories of ship generated waste CMP receive at the Copenhagen terminals:

Domestic Waste And other solid waste

Domestic waste and other solid waste are received using containers; recycle stations and dumpsters. Containers for domestic waste are placed at fixed locations around the port and can be accessed 24/7. The plan of waste containers is in this WMP and are emptied at set intervals.

Recycling Stations (non-cruise vessels)

The Recycling stations provide option for sorting the waste into fractions. Below is an overview chart of the interior of the recycling stations with fractions and container sizes.



For Cruise Vessels

CMP offers option for assistance for sorted waste (glass, metal, food waste, plastic ect ect) to be landed and transferred to our waste recycling station. This is due to the large amounts of sorted waste usually landed by cruise

vessels. Forklift and driver must be ordered through the AgentPortal on www.cmpweb.stamford.se). Besides the options for sorting in waste recycling stations there are both waste containers for dry and wet waste available.

Sewage (limitations on Langelinje and Oceankaj when local heavy rain fall)

Berth C190-C199 and C331, C332 & C333

By a fixed sewage pipeline directly to HOFOR's treatment plant at Lynetten.

Reception of both "gray water" and "black water" is possible, as long as the vessel is able to pump ashore.

- **Graywater:** *Graywater refers to wastewater generated from domestic activities such as bathing, washing dishes, laundry, and other non-toilet uses.*
- **Blackwater:** *Blackwater is wastewater that comes from toilets and contains human waste and urine, along with water used for flushing.*

In summary, graywater is wastewater from non-toilet sources, while blackwater is wastewater from toilets containing human waste.

CMP strongly recommends that all vessels ensure an active environmental safeguard by stationing a crewmember at the bunker station throughout any sewage discharge operation to shore. This is to minimize the risk of accidental spills and ensure immediate response capability. An emergency pump stop must be installed and fully operational. Please note that CMP personnel will not supervise or monitor sewage discharges, and environmental compliance remains the vessel's responsibility.

Sewage – hose and pressure

CMP provide hose and connection, available at the berth with the following capacities:

Max rate = 150 m³/hr

Max pressure = app. 7 bar.

Sludge (including Oily Mixtures and "Scrubber" Residues)

Standard pickup is by a vacuumtruck with app. 30 m³ Capacity. All cars are fitted with 30 meter 2" hose fitted with camlock male coupling as standard.

All our cars create a vacuum of up to -1.0 bar, which allows us to lift the sludge up to 4 meters.

Available equipment:

- "TV" (Tank) coupling in 2 and 3 inch (both male and female).
- Camlock in 2 and 3 inches male and female coupling.
- 6" flange that can be mounted on the ship's manifold. This is milled out so that it can be fixed and our hose fits here.

Sewage – emission limitations

All vessels wishing to discharge sewage on Langelinje and Oceanquay (berth no.C190-199 and C331, C332 & C333) must ensure that the below emission limitations are not exceeded. Only sewage compliant with below limits are allowed to be discharged. It is the responsibility of the vessel to ensure compliance with below limits.

CMP regards an uploaded Safe Sea Net file containing sewage the same as a sworn statement that the emission limits stated below are not exceeded.

CMP conducts randomized sample tests to ensure compliance. An eventual environmental penalty fee will be passed on to the vessel/owner if compliance with set emission limits are not met.

Parameter	Emission limits	Method of Analysis
pH	6,50 – 9,00	Reflab 051
Suspended matter	750 mg/l	Reflab M040
Nitrificationinhibition	< 20 %	ISO 9509
DEHP	87 µg/l	M0250 GC/MS
Trichlorethylen (TCE)	100 µg/l	GC-MS/ECD
Cobber	200 µg/l	Reflab M013
Zink	3 mg/l	Reflab M013

Action Plan for Reducing Pollution in sewage from Cruise Ships

Cruise ships should actively work on continuous environmental improvements and the optimization of their onboard treatment systems to minimize pollution in sewage discharged in ports. This includes:

- Optimized operation of the treatment systems to achieve maximum purification capacity.
- Use of customized filters to enhance the purification process.
- Regular review and updates of the treatment system to comply with the latest legal requirements.

Enhanced Onboard Analysis Capacity

The ships should aim to expand its capability to conduct its own analyses onboard to measure relevant wastewater parameters by:

- Acquiring analysis equipment onboard for continuous or frequent measurement of pollution levels in wastewater.
- Establishing routines for regular sampling between port calls.

Management of Copper-Contaminated Condensate Water

Since high levels of copper in sewage is a frequent issue, the following measures are recommended to reduce copper levels in the ship's sewage discharged to the municipal sewage system:

- Copper-lined pipes carrying condensate water from the ship's ventilation and/or air conditioning system should be disconnected from the sewage tank(s) well in advance of arriving in Copenhagen.
- Condensate water from ventilation and/or air conditioning should instead be collected, reported, and handled separately as liquid waste.

These recommendations aim to ensure compliance with current emission limits and contribute to an environmentally friendly and sustainable management of sewage from cruise ships.

Waste delivery at Copenhagen Port

Ship operators, agents, or masters must declare waste details electronically, prior to arrival, including amount and type, through the Safe Sea Net. Further information about berth, ETA, requested pickup time must be stated. This can be done through the AgentPortal which all agents have access to. Timely and thorough information must be available for the port to be able to arrange pickup as requested.

There are no limitations to the amount of waste which can be delivered.

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.

Please note that for the NSF can be applicable, CMP require that both a Safe Sea Net (draft or 24 hrs. arrival notification) is submitted together with a serviceorder in the CMP AgentPortal (www.cmpweb.stamford.se). Both in a timely manner; 24 hrs prior to arrival or upon departure from last port when the voyage is less than 24 hrs.

Waste Receipt

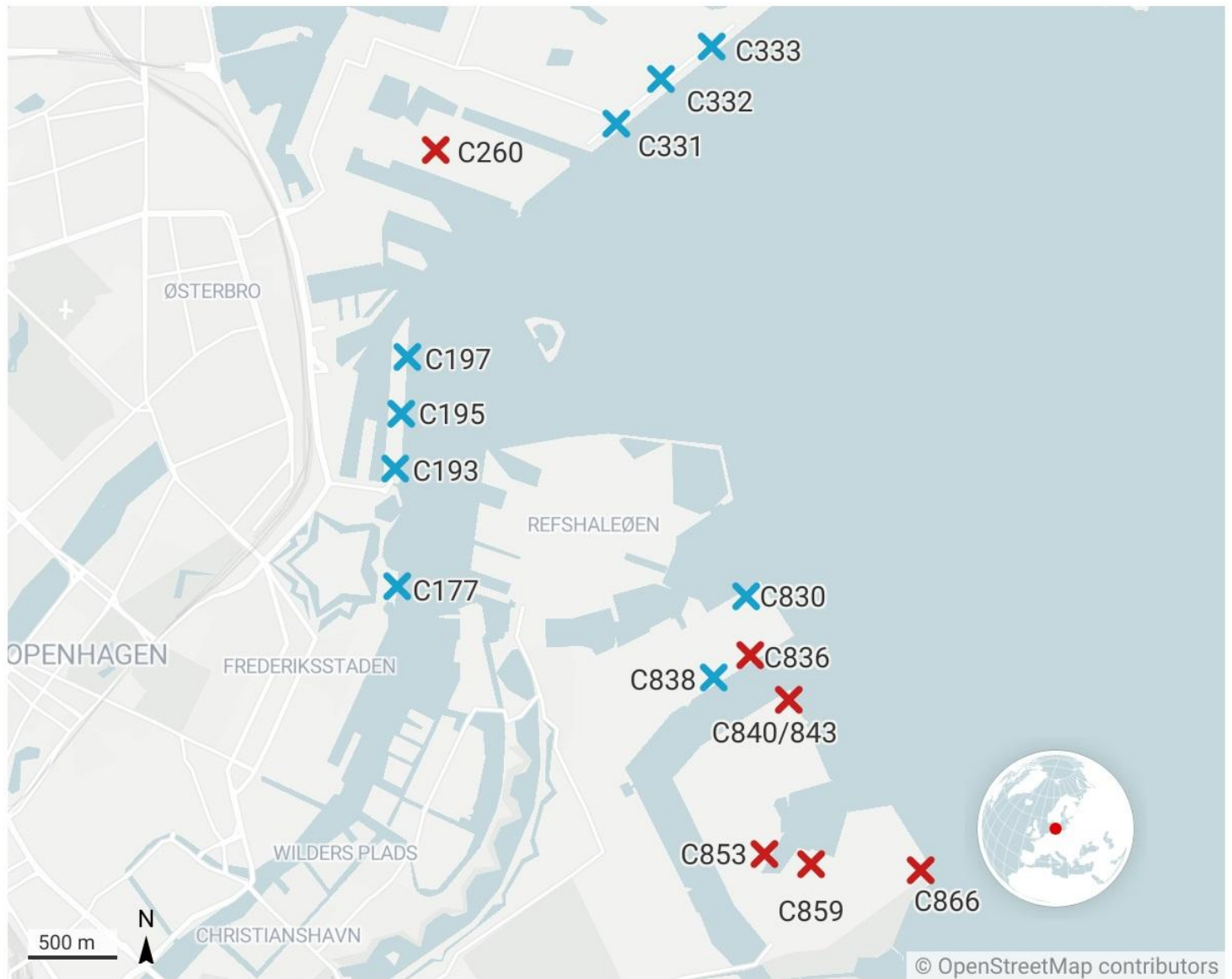
Ship masters must ensure that all waste on board is delivered to the port reception facility, following MARPOL discharge standards. Port operators issue waste delivery receipts, which are electronically reported. Records must be kept for two years and provided to the Environmental Protection Agency upon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

CMP receive detailed information from our waste stakeholders about amount and types and aim to issues a digital Waste Receipt upon vessel's departure. This is available in CMPs digital platform The AgentPortal for agents to download as a PDF document.

For us to be able to produce a Waste Receipt for the vessel on departure, it is crucial that the initial reporting in MSW/SSN has been done. If no system data is available, we cannot provide a receipt.

We carry out random test and inspection of the actual amount delivered ashore before producing the Waste Receipt.

Map of CMP's Recycling Stations

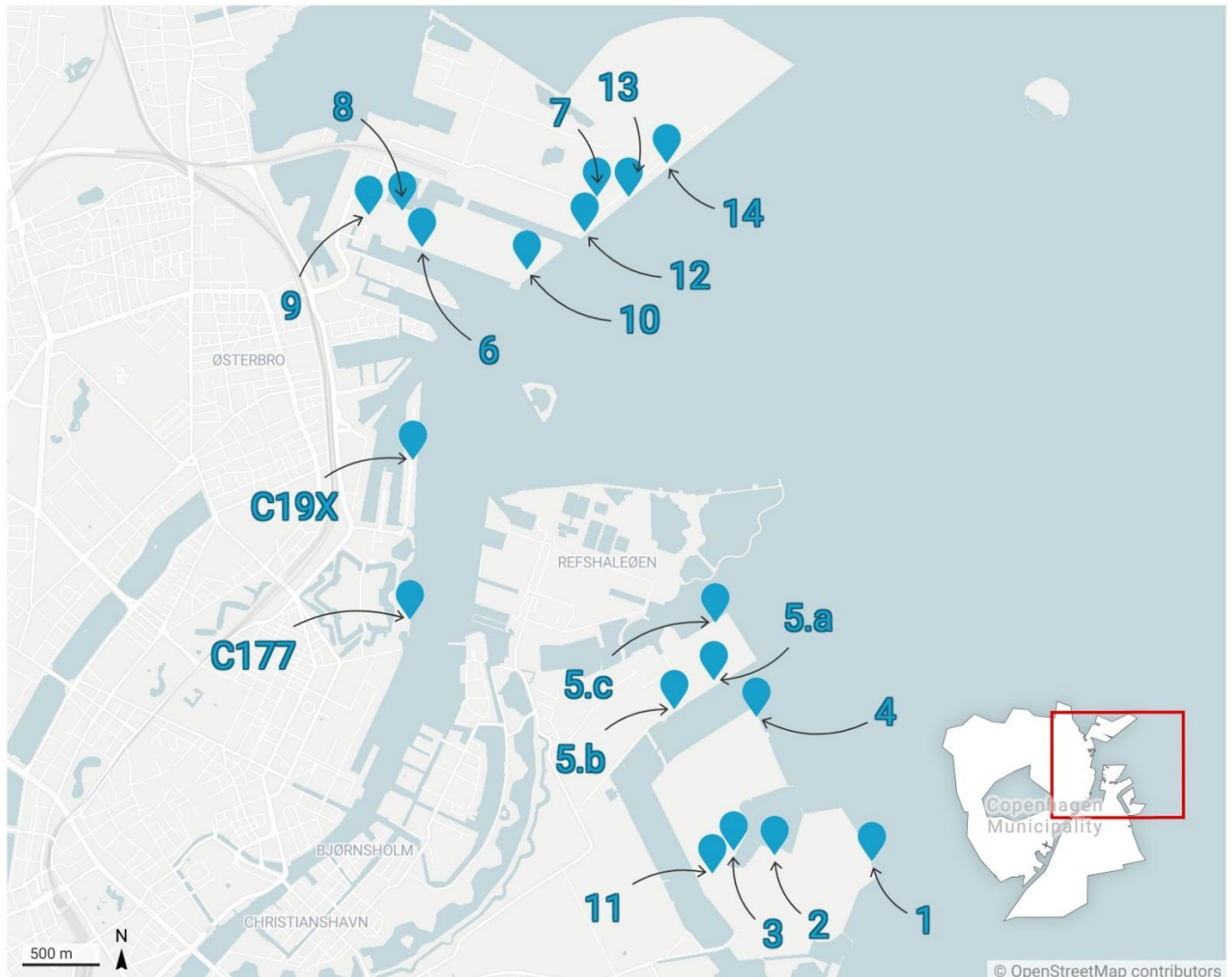


 Seasonal available waste recycling stations

 Fixed waste recycling stations

Map of all CMP's Waste stations

Below chart show all stations. Each position and available equipment (recycling station or capacity of waste container) are described below the map.



- | | | |
|--|---|---|
| 1. C862 - C866 (Rec.Station) | 2. C858 - C859, Bastionsvej (Rec.Station) | 3. C853 - C854, G-Vej (Rec.Station) |
| 4. C840 - C843, O-Vej (Rec.Station) | 5.a. C836, Amagerværket (Rec.Station) | 5.b. C838, Amagerværket (8m3) |
| 5.c. C830, Amagerværket (8m3) | 6. C260, Levantkaj (Rec.Station) | 7. P-Plads, Oceanvej/Oceankaj (Rec.Station + 22m3 open + 22m3 closed) |
| 8. Containervej 9, CMP Køkken (240L, 400L, 660L + 8m3) | 9. Levantkaj 2, HVC-gården (660L, 8m3) | 10. Levantkaj 1 (22m3 open) |
| 11. CMP, Fyrtårnsvej 1 (240L) | 12. C331, Terminal 1 (3pc 22m3) | 13. C332, Terminal 2 (3pc 22m3) |
| 14. C333, Terminal 3 (3pc 22m3) | C177. Nordre Toldbod (Rec.Station + 3pc 22m3) | C19X. Langelinje (Rec.Station + 3pc 22m3) |



*Figur 1: Seasonal
for cruise vessels.*



*Figur 2: Fixed for
merchant vessels.*

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.

Please note that for the NSF can be applicable, CMP require that both a Safe Sea Net (draft or 24 hrs. arrival notification) is submitted together with a serviceorder in the CMP AgentPortal (www.cmpweb.stamford.se). Both in a timely manner; 24 hrs prior to arrival or upon departure from last port when the voyage is less than 24 hrs.

If the declared quantities in the Waste Order (through Safe Sea Net) are exceeded, the difference between the actual delivered waste quantities and the declared quantities must still be paid, even if it is below the NSF.

Sludge – NSF

Kattegat - within a line from Skagen to Wallhamn (both ports included)	2,00 m ³
Limfjorden, Østersøen - within a line from Karlskrona to Kolobrzeg (both ports included)	2,00 m ³
Skagerrak, the Baltic Sea, the Gulf of Bothnia, Esbjerg	5,00 m ³
Hamburg, Bremen/Bremerhaven via the Kieler Kanal	2,00 m ³
Hamburg, Bremen/Bremerhaven via Skaw	5,00 m ³
Gulf of Finland	7.50 m ³
UK North Sea ports, the Netherlands, Belgium and French and English Channel ports	7,50 m ³
Norwegian ports from Oslo to Bergen	5,00 m ³
Norwegian ports north of Bergen	7,50 m ³

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.

Sludge - General hose limitation

Our standard hose length for sludge discharge is app. 30 meters. If more hose is needed to be able to connect with vessel manifold, CMP need sufficient notification well in advance of arrival, to be able to arrange extra hose length.

Bio sludge

CMP can not receive any form of bio sludge.

Bio solids

“Bio solids” is an thermally treated dried organic mixture from the treated sewage and food waste in solid stage (not leaking – dry power similar to coffee powder).

CMP can **only** receive bio solids when it is landed in 1 m³ big bags on pallets:

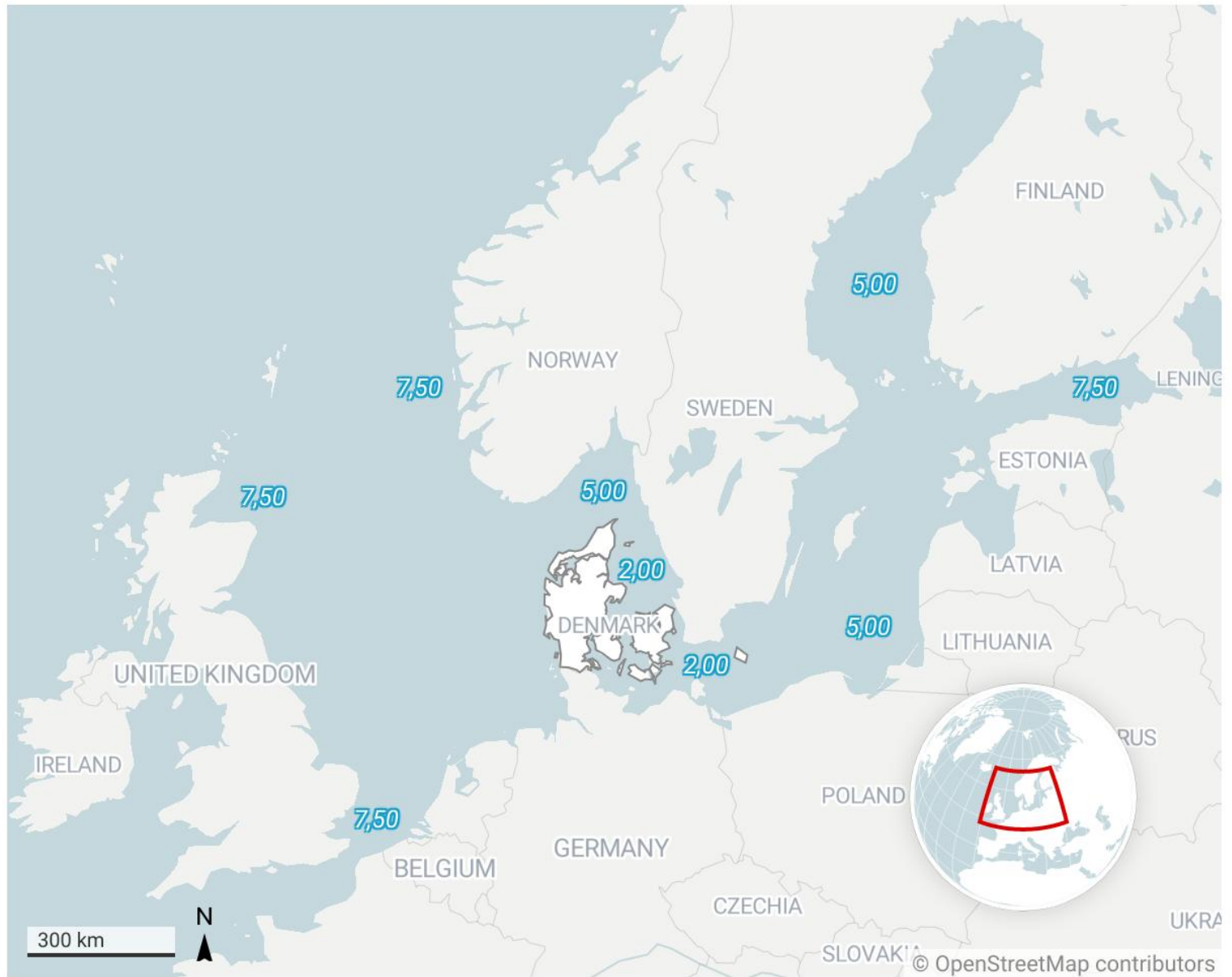


Sludge – “Scrubber”

CMP accept and handle scrubber washing water under the same principles as sludge.

To receive scrubber washing water, vessels must be capable of pumping the scrubber washing water residues ashore as a pumpable liquid.

Map of NSF for Sludge disposal



Sewage – NSF

Defined by the formula: **Gross tonnage * 0,005 = [m3]**

However, if there is more than 1 day from the last port or several days alongside in port, e.g. two days en route/alongside, multiply with 2 in the formula:

$$\text{Gross tonnage} * 0.005 * \text{days} = [\text{m3}]$$

Waste – NSF

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

Cruise vessels:

Gross Tonnage (GT)	NSF/day
< 59.999	20 m ³
60.000 – 119.999	30 m ³
120.000 <	40 m ³

The NSF quantities above in is the NSF amount pr day from last port or days alongside.

If there is more than 1 day from the last port or several days alongside in port, e.g. two days en route/alongside, multiply with 2 in the formula:

$$\text{NSF, total} = \text{NSF/day} * \text{no. days} = [\text{m3}]$$

NSF – Waste and Sewage calculation

The total NSF quantity is calculated as the sum of:

- 1 day for each day spent sailing from the last port (the day/evening of departure itself is not counted separately — e.g. departing Monday evening and arriving Tuesday morning still counts as only 1 day, not 2), and
- 1 day for each night the vessel lies alongside/stays overnight in port.

$$\text{Formula: NSF, total} = \text{NSF/day} * \text{no. days} = [\text{m3}]$$

No. of days = the sum of both days spent at sea AND any nights spent alongside/overnight in port.

Examples:

1. A vessel sails from Kiel Monday evening, sails all of Tuesday, arrives in Copenhagen Wednesday morning, stays alongside until Thursday, and departs Thursday evening. This counts as 3 days (Tuesday, Wednesday, Thursday) → NSF, total = NSF/day × 3.
2. A vessel sails from Aarhus Monday evening, arrives Tuesday morning, and departs Tuesday evening (no overnight stay). This counts as 1 day → NSF, total = NSF/day × 1.
3. A vessel sails from Gothenburg Monday, arrives Tuesday morning, stays alongside until Wednesday, and departs Wednesday evening. This counts as 2 days (Tuesday, Wednesday) → NSF, total = NSF/day × 2.

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.

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

CMP charges fee for amounts which exceed the No Special Fee amount, suction trucks if vessel cannot pump ashore (must be ordered min.24 hrs before arrival), waste orders placed with less than 24 hrs before arrival, cancellation with less than 24 hrs before arrival (cancellation fee also cover vessels rejection of truckdriver upon pickup and if the vessel is not able to pump the sludge/wasteoil, sewage ashore).

Authorized Waste Service Providers

To ensure environmental compliance, operational safety, legal traceability, and proper issuance of Waste Receipts, only waste contractors, sludge operators, sewage operators, and environmental service providers appointed, contracted, or otherwise approved by CMP are permitted to conduct waste-related operations within CMP port areas, terminals, and quays.

This applies to:

- Sludge and oily residues
- Sewage discharge
- Scrubber residues
- Domestic waste
- Hazardous waste
- Operational waste
- Recycling services
- Waste transport and handling

Vessels, agents, operators, and third parties are not permitted to independently arrange or utilize non-approved contractors for waste operations on CMP premises unless explicit written approval has been granted by CMP in advance.

CMP reserves the right to reject, suspend, or terminate any waste operation not performed in accordance with CMP procedures, environmental requirements, safety regulations, or applicable national and international legislation.

Purpose and Compliance

This requirement is necessary to ensure:

- Compliance with MARPOL, EU Port Reception Facility legislation, HELCOM recommendations, Danish environmental legislation, and local port regulations.
- Proper chain of custody and environmental documentation for all waste streams handled within CMP.
- Validity, traceability, and legal integrity of Waste Receipts issued through CMP systems.
- Correct reporting through SafeSeaNet / MSW and CMP's AgentPortal.
- Environmental protection and pollution prevention.
- Operational safety and emergency preparedness during waste operations.
- Verification that contractors hold the necessary environmental permits, insurances, certifications, and operational approvals.

- Compliance with ISPS/security requirements and controlled access to critical port infrastructure.
- Standardized operational procedures and communication during waste handling operations.
- Proper incident response capability in case of spills, leakage, contamination, fire, or environmental emergencies.
- Quality assurance, operational oversight, and auditing of waste handling activities conducted within CMP areas.
- Prevention of unauthorized discharge, illegal waste handling, or unregistered waste transfers.
- Protection of CMP's environmental permits, operational approvals, and insurance coverage.
- Ensuring that all waste operations are carried out by contractors familiar with local berth conditions, emergency procedures, access control requirements, and terminal-specific operational limitations.
- Ensuring proper coordination between vessels, terminals, truck operators, environmental stakeholders, and CMP operational personnel.
- Maintaining consistent environmental standards and service quality across all CMP terminals.

Waste handled outside CMP's approved waste management system may be regarded as non-delivered for the purpose of Waste Receipt issuance and applicability under the No Special Fee (NSF) scheme.

Any unauthorized waste operation may result in:

- Rejection of waste delivery
- Refusal to issue Waste Receipt
- Loss of applicability for No Special Fee (NSF)
- Suspension of ongoing waste operations
- Environmental claims and liability towards vessel/operator
- Reporting to relevant authorities where applicable
- Restriction of future waste operations within CMP areas

CMP may require documentation, permits, insurance certificates, operational procedures, environmental approvals, and prior written authorization before any exceptional approval of third-party waste contractors is considered.

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:

- MARPOL Convention (the International Convention for the Prevention of Pollution from Ships 73/78). Entered into force on 1 July 1992, with subsequent additions;
- Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues with subsequent additions.
- Miljøministeriets bekendtgørelse af lov om miljøbestkyttelse, LBK nr 5 af 03/01/2023 (Miljøbeskyttelsesloven)
- Helsinki Convention (HELCOM) of 1992 with subsequent recommendations.
- Danish Executive Order no. 1165 of 25/11/2019 on protection of the marine environment.
- BEK nr 577 af 06/05/2022 Bekendtgørelse om modtagefaciliteter for affald fra skibe, om skibes aflevering af affald og havnes affaldsplaner¹⁾
- VEJ nr 9271 af 07/06/2010 Vejledning om indsamling, transport og bortskaffelse af køkken- og madaffald fra skibe og fly i international fart i havne og lufthavne samt andet kategori 1-affald fra grænsekontrolsteder og toldkontrollen m.v.