

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
Jacob Wedell-Topp Master Mariner, Port Officer

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Waste processing

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

Waste; operational domestic and environmental/hazardous: <https://www.stenarecycling.com/sv/>

Sludge and oily water (in liquid form): <https://www.stenarecycling.com/sv/>

Sewage <https://www.stenarecycling.com/sv/>

(sewage are further processed at VA Syd processplant) www.vasyd.se

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 Malmö 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.

Sewage

Pickup by truck with app. 30 m³ Capacity

Sludge

Pickup by truck with app. 30 m³ Capacity

Our standard hose length for sludge discharge is app. 30 meters and CMP cannot provide more hose.

Important note when ordering Sludge pickup in the AgentPortal

Please inform the Port Office of the location of the Sludge connection/manifold onboard the vessel. We need information on the vertical height of the freeboard and the horizontal distance to the manifold to be able to arrange sufficient hose length.

Oily Mixtures and Residues

Pickup by truck with app. 30 m³ Capacity

Waste delivery at Malmö Port

Ship operators, agents, or masters must declare waste details electronically, prior to arrival, including amount and type, through the Safe Sea Net. 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



X Fixed waste recycling stations (for merchant vessels).

X Seasonal available waste recycling stations (for cruise vessels).

Map of all CMP's waste stations



- | | | |
|--|---|---|
|  1. M0602: xx pcs. 8m3 containers (on demand). |  2. M0612: One 8 m3 container and one recycling station. |  3. M0614: One 8 m3 container and one recycling station. |
|  4. M0616: One 8 m3 container and one recycling station. |  5. M0617: One 8 m3 container. |  6. M0750: One 8 m3 container. |
|  7. M1002: One 8 m3 container and one recycling station. |  8. M1003: One 8 m3 container. |  9. M1004: One 8 m3 container and one recycling station. |
|  10. M1010: One 8 m3 container. | | |



*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.

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:

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

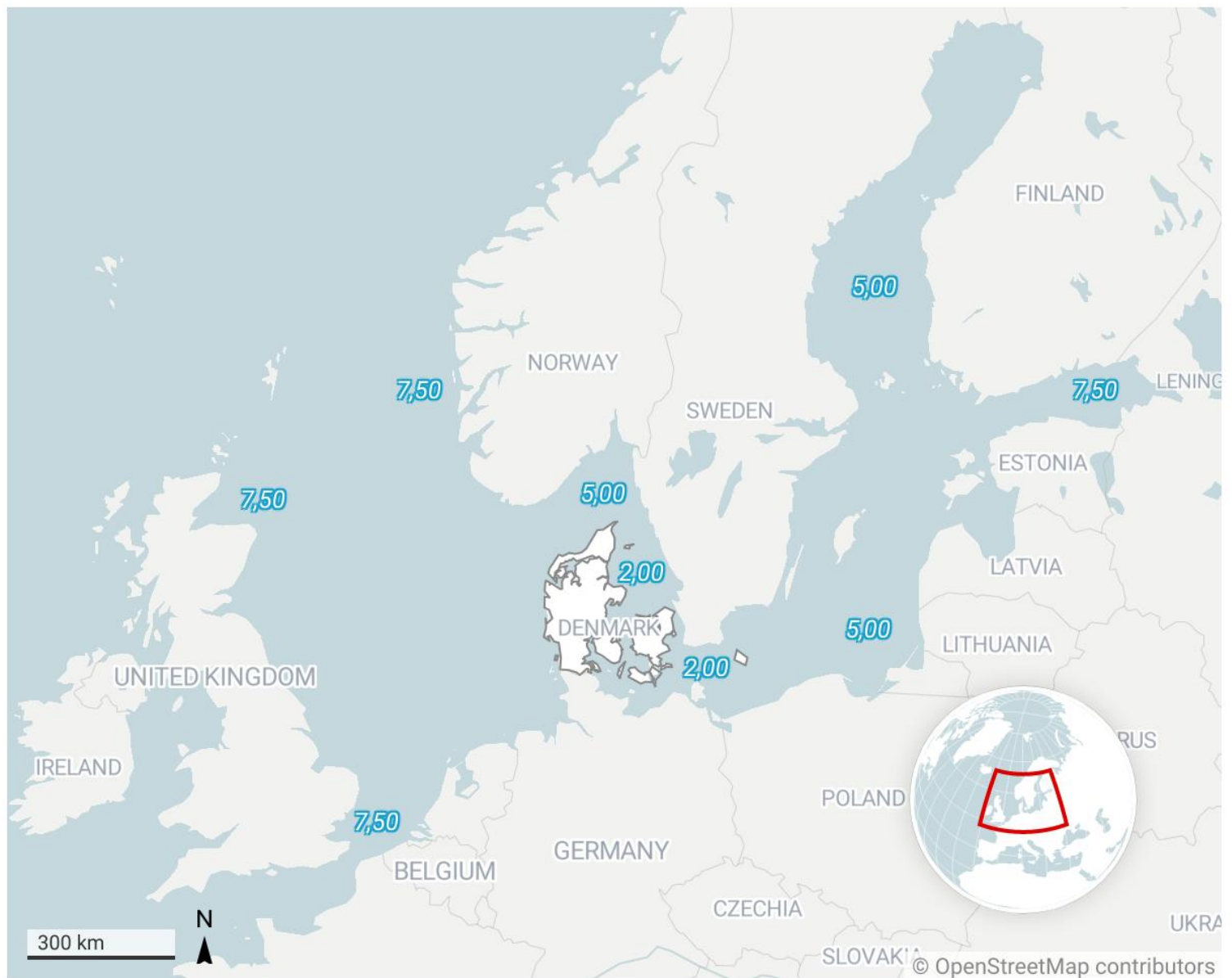
If the vessel's engine power is given in kW, multiply by 1.36 to obtain BHP. The amount calculated is rounded up to the nearest whole number.

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 and CMP cannot provide more hose.

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 Malmö.

Cruise vessels:

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

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.