



Waste management plan for ship generated waste, Copenhagen Malmö Port, Copenhagen

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Section 1. Preamble

The Danish Act on the Protection of the Marine Environment Chapter 1 Section 1 (Consolidated Act no. 1033 of 4/9/2017 In force) states that: “the Act shall contribute to the protection of nature and the environment, so that society develops on a sustainable basis with respect for the conditions of human life and the preservation of flora and fauna”.

Section 2. Purpose

The purpose of this Waste management plan is to describe port reception facilities at Copenhagen Malmö Port’s operational areas in Copenhagen.

By establishing port reception facilities and safe handling of ships’ operational waste and cargo waste in general, Copenhagen Malmö Port (“CMP”) wishes to make it easy for ships calling at the port to discharge their waste and contribute to a positive environmental benefit for the marine environment.

In accordance with Statutory Order no. 1396 of 25/11/2016 In force (“SO no. 1396”) Chapter 6 Section 15, the port operator shall draw up a plan for the reception and processing of waste from ships, and subsequently update this Waste Management Plan, in the event of significant changes in the operation of the port. The updated plan shall be submitted to and approved by the Danish Environmental Protection Agency (“the Danish EPA”). In accordance with Chapter 1 Section 1 (5), all operational waste and all cargo waste on board ships calling at the port are comprised by SO no. 1396.

The Waste Management Plan is available on CMP’s website www.cmport.com under the Port info, Rules & Regulations tab. The Danish version has legal authority.

The Waste Management Plan comes into effect on 1 January 2018 and is valid until further notice.

Section 3. Responsibility and liability

CMP is owned by CPH City & Port Development, Malmö Municipality and private investors. CMP is not covered by the Ports Act as such, but is nonetheless subject to the rules concerning coastal protection. CMP is responsible for operation of the commercial port, and the drafting and implementation of this waste management plan. The port has approx. 2,800 vessel calls per year.

Enquiries concerning the Waste Management Plan may be addressed to Port Captain Søren F. Andersen or Maritime Coordinator Annette Berg Neergaard, Phone +45 35 46 11 38.

The ship owner is responsible for the accuracy of the information provided by the master/agent concerning waste, its type, composition, quantity and time of collection.

The ship owner is liable for any harm caused by errors or omissions including in connection with operation, and any harm ensuing from incorrect, misleading or deficient information provided by the master/agent. This also applies to harm caused to third parties.

Section 4. General information about CMP's reception facilities

Contact details

Copenhagen Malmö Port AB
Containervej 9
2150 Nordhavn, Copenhagen, Denmark
Phone +45 35 46 11 38 (24 H)
portoffice@cmport.com

Reception facilities

In accordance with applicable legislation and guidelines, CMP has established reception facilities for CMP's operations areas in Copenhagen. Oily residues (Sludge), Oily tank washings, Exhaust gas-cleaning residues - Scrubber (fluid) and AEP scrubber effluents (fluid), Sewage (Black water and Grey water), Garbage, Hazardous waste, Incinerator ash, Scrubber (solid), Black water residues (solid), Grey water residues (solid), Emergency pyrotechnics, MOB smoke floats and Fire extinguisher.

CMP's reception facilities consist of containers for garbage, mobile tankers for Oily residues (Sludge) and Sewage, and a fixed reception facility for Sewage on Océankaj. All waste is collected by waste operators registered in the Danish EPA waste register; see Section 12.

In accordance with the Statutory Order on Standard Regulations for the Observance of Good Order in Danish Commercial Ports Section 21, unless otherwise agreed with the port authority, waste shall not be dumped or deposited in the port area. Installed waste containers must not be used for environmentally harmful and hazardous products, substances and materials. Containers are only intended for normal operational waste from ships.

In accordance with the Statutory Order on Standard Regulations for the Observance of Good Order in Danish Commercial Ports Section 23, it is prohibited to burn, flush out, pump out or dump any kind of solid or liquid waste, including oil, chemicals, toilet waste, liquid waste from ship bilges, etc. and residue or water containing such substances, in the port area.

Offloading and notification obligations (SafeSeaNet)

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

In accordance with SO no. 1396 Chapter 4 Section 12 (3), notification must be made electronically through SafeSeaNet.

Ordering from CMP (Annex 1)

Ships that, in accordance with their obligation to notify SafeSeaNet, wish to land waste at CMP in Copenhagen, must complete and send **Annex 1 CMP Waste order form 2018**, by e-mail to the Port office.

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

Annex 1 CMP Waste order form 2018 should be forwarded at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours.

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

Payment for reception of waste

In accordance with SO no. 1396 Chapter 5 Section 13, payment for reception and handling of operational waste from ships must be included in the normal port dues. However, the port operator is entitled to demand special payment:

- If the quantity of operational waste to be offloaded is greater than the quantity of operational waste that the ship - taking account of its size and type - would produce through normal operations since its last port call.
- If it is desired to land operational waste outside the port's normal working hours.
- If the normal ships' port dues are not paid.
- If the Waste order form is not submitted in compliance with Section 12 (less than 24H in advance of arrival).
- If the ship cannot supply the necessary pumping capacity for Oily residues (Sludge).
- If the waste is cargo-related sewage or cargo waste covered by Marpol 73/78, Annex V.

Operational waste

In accordance with SO no. 1396 Chapter 1 Section 4, operational waste is taken to be: any type of waste, including wastewater, and residues other than cargo waste generated during the operation of a ship and falling under Annexes I (Oil), IV (Sewage) and V (Garbage) of Marpol 73/78, as well as cargo waste as defined in the guidelines for the implementation of Annex V of Marpol 73/78.

Cargo waste In accordance with SO no. 1396 Chapter 1 Section 4, cargo waste is taken to be: residues of cargo materials in holds or tanks after completion of unloading and cleaning, including residual quantities of cargo and spillage from loading/unloading.

As regards the collection of the part of the waste that relates to cargo waste, CMP has set up reception facilities in accordance with the legislation. The costs of disposing of cargo waste are borne by the ship and charged in accordance with CMP's List of charges.

For state vessels and other vessels exempt from ships' and cargo dues, charges are still made in accordance with CMP's List of charges.

Waste delivery receipt

Once CMP has received documentation of the collection, processing and disposal, a Waste delivery receipt is sent to the ship/agent.

Registration of collected quantities

When a ship has landed waste to the port, it becomes the property of CMP.

Waste fractions and quantities per ship/facility are continuously registered in spreadsheets using the above Waste receipts. Documentation of destruction by incineration is sent to the Border Veterinarian in Copenhagen. Fees for waste management are available on CMP's website.

Consultations and reporting on alleged inadequate waste reception facilities

CMP performs continuous visual inspections of reception facilities and then arranges facilities so that there is always adequate capacity. The Port consults with representatives of users, subcontractors and other stakeholders as required.

Any reports concerning inadequate capacity from the Port's users are addressed with the aim of ensuring adequate capacity.

The master of a ship having encountered difficulties in discharging waste to reception facilities should forward **Annex 2**, together with any supporting documentation, to the CMP's contacts; see page 2.

If the ship's master or agent then finds it necessary to draw the attention of the environmental authorities to alleged inadequacies of waste reception facilities, **Annex 2** may be used. The completed form should be sent to the Port Captain, who will send a copy to the Danish EPA.

Every three years, a thorough review is performed of the entire Waste Management Plan with the aim of making necessary revisions.

Legislation

Danish Act on the Protection of the Marine Environment (Consolidated Act no. 1033 of 4/9/2017 In force) <https://www.retsinformation.dk/Forms/R0710.aspx?id=192639>

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

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

SO no. 640 of 12/6/2014 In force - Statutory Order on the Sulphur Content in Solid and Liquid Fuels <https://www.retsinformation.dk/Forms/R0710.aspx?id=163364>

Guidance no. 9271 of 7/6/2010 In force - Guidance on the collection, transportation and disposal of food waste from ships and aircraft engaged in international voyages to ports and airports as well as Category 1 waste from border inspection and customs checks etc. <https://www.retsinformation.dk/Forms/R0710.aspx?id=131864>

The City of Copenhagen Regulations for commercial waste (effective 1/5/2015) http://kk.sites.itera.dk/apps/kk_pub2/index.asp?mode=detalje&id=1364

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 <http://eur-lex.europa.eu/legal-content/DA/TXT/?uri=celex:32000L0059>

MARPOL 73/ 78, IMO, International Maritime Organization

Section 5. Oily residues (Sludge)

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

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

Port reception facility

Mobile port reception facility, at which the separated and cleaned oil is recycled.

Collection, transport and disposal are handled by an approved waste operator; see Section 12.

CMP does NOT receive oily waste containing emulsifiers that prevent separation into an oil phase and a water phase.

Payment for reception of waste

See Section 4, page 4.

Special provisions

Reception under "no special fee" is on condition that:

- The ship delivers shipside at a pumping capacity of at least 7.5 m³ per hour.
- Tankers have unimpeded access to and from the collection point without delay.
- The ship is equipped with a standard flange, as shown in the table on page 7.
- Bunkering vessels can offload in reasonable quantities, corresponding to the vessel's hours of sailing and on condition that a receipt can be produced for offloading in the previous port of call.
- Vessels that are operating exclusively within the port and which give 24H advance notice of the collection, can offload oily operational waste at no special fee in a quantity that the Port judges to be reasonable, based on the vessels' bunkers consumption.

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

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

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

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

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

If, with reference to the above calculation method, a vessel can demonstrate that it has generated more than the amount stated above, the generated amount will be accepted.

Standard dimensions for flanges for the connection point between the recipient scheme's pipes and the ship's discharge pipes for **Oily residues (Sludge)** from engine rooms' gutters, and **Oily tank washings**

Description:	Dimensions:
External diameter:	215 mm
Internal diameter:	Equivalent to the pipe's external diameter
Bolt ring diameter:	183 mm
Flange cut outs:	6 holes with a diameter of 22 mm to be placed at equal intervals on a bolt ring of the aforementioned diameter cut out to the flange's circumference. The breadth of the cut-out must be 22 mm.
Flange thickness:	20 mm
Bolt and nuts: number and diameters	6, each of 20 mm in diameter, of a suitable length

The flange must match pipes with an internal diameter of up to 125 mm and must be of steel or other equivalent material with smooth surface. The flange with equivalent packing of oil-resistant material must be able to withstand a working pressure of 6 kg/m²

Section 6. Oily tank washings

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

In accordance with SO no. 1396 Chapter 3 Section 10, the port operator shall ensure that reception facilities are established for oily cargo waste, including oily tank washings.

Port reception facility

Mobile port reception facility. Collection, transport and disposal are handled by an approved waste operator; see Section 12.

Payment for reception of waste

The costs of disposing of cargo waste are borne by the ship and charged in accordance with CMP's List of charges.

Special provisions

- Oily tank washings must NOT contain petrochemicals.
- The ship must complete **Annex 3**, which is to be submitted in advance together with **Annex 1**.
- The ship must be equipped with a standard flange, as shown in the table on page 7.

Section 7. Exhaust gas-cleaning residues - Scrubber (fluid) and AEP scrubber effluents (fluid)

In accordance with SO no. 640 of 12/6/2014 In force - Statutory Order on the Sulphur Content in Solid and Liquid Fuels Chapter 3 Section 17, Annex 2, washwater from the deployment of cleaning systems for exhaust gases, which make use of chemicals, additives, preparations or create relevant chemicals in situ, with ref. to clause 10.1.6.1 in resolution MEPC. 184(59) must not be discharged to sea, including in protected traffic harbours, landing places and estuaries, unless the ship's operator has established that such washwater has no significant negative impacts on and does not constitute any risk to human health and the environment. If the chemical used is caustic soda, it is sufficient for the washwater to comply with the requirements in resolution MEPC. 184(59), and that its pH value does not exceed 8.0.

In accordance with SO no. 640 of 12/6/2014 In force - Statutory Order on the Sulphur Content in Solid and Liquid Fuels Chapter 4 Section 19, ports where ships call in order to deliver residues from exhaust gas-cleaning - Scrubber (fluid) and AEP scrubber effluents (fluid) shall ensure that reception facilities for such waste are established.

Port reception facility

Mobile port reception facility. Collection, transport and disposal are handled by an approved waste operator; see Section 12.

Payment for reception of waste

The costs of disposing of cargo waste are borne by the ship and charged in accordance with CMP's List of charges.

Special provisions

- The ship must complete **Annex 3**, which is to be submitted in advance together with **Annex 1**.
- The PH value is between PH 6,5 – 9.
- The ship must be equipped with a standard flange, as shown in the table on page 7.

Section 8. Sewage (Black water and Grey water)

In accordance with the Danish Act on the Protection of the Marine Environment Chapter 6 Section 20, the discharge of sewage (drainage or other waste from toilets, hospital rooms and spaces containing live animals) may only take place in Danish territorial waters and in the Baltic Sea area on condition that:

- 1) The discharge is performed using an approved system for treatment of sewage and the wastewater discharged from the system produces no visible traces in the sea,
- 2) The wastewater is comminuted and disinfected in an approved system and the discharge takes place at a distance of more than 4 nautical miles from the nearest land or
- 3) Discharge takes place at a distance of more than 12 nautical miles from the nearest land. Furthermore, if the discharge is performed from a tank for the collection and storage of sewage, the ship or platform's speed shall be at least 4 knots, and the discharge shall be done at a moderate rate.

In accordance with SO no. 1396 Chapter 2 Section 7, the port operator shall ensure that reception facilities for sewage are established.

Port reception facility

Mobile port reception facility, from which the Sewage is delivered to the municipal treatment plant, Renseanlæg Lynetten, <http://www.biofos.dk/>

For large quantities, it is possible to deploy three tankers of 30 m³ per hour, depending on the ship's pumping capacity and the time available.

Collection, transport and disposal are handled by an approved waste operator; see Section 12.

At Oeankaj discharge direct to CMP's reception facility on the quay, and delivered from here on to the municipal treatment plant.

Payment for reception of waste

See Section 4, page 4.

Special provisions

Before delivery to CMP's reception facility, **Annex 4** must be signed by the ship.

Reception under "no special fee" is on condition that:

- The ship delivers shipside at a pumping capacity of at least 50 m³ per hour.
- Tankers have unimpeded access to and from the offloading point without delay.
- The ship is equipped with a standard flange, as shown in the table on page 11.

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

Section 9. Garbage

In accordance with the Act on the Protection of the Marine Environment Chapter 7 Sections 21 and 22, the discharge of garbage, apart from fresh fish or parts thereof, must not take place in Danish territorial waters. In the Baltic Sea area and the North Sea area, food waste may only be discharged, if the discharge takes place at least 12 nautical miles from the nearest land.

In accordance with the Statutory Order on Standard Regulations for the Observance of Good Order in Danish Commercial Ports Section 21, unless otherwise agreed with the port authority, waste shall not be dumped or deposited in the port area. Installed waste containers must not be used for environmentally harmful and hazardous products, substances and materials. Containers are only intended for normal operational waste from ships.

Port reception facility

22 m³ containers for cruise ships which are delivered on arrival of the ship and collected continuously.

8 m³ permanently available containers at the Containerterminalen and Prøvestenen are accessible 24 hours a day. See map of permanently installed containers on page 14.

Collection, transport and disposal are handled by an approved waste operator; see Section 12.

Payment for reception of waste

See Section 4, page 4.

Special provisions

Reception under "no special fee" is on condition that:

- Small combustible waste does NOT contain Large waste for pre-sorting or Hazardous waste.
- Small combustible waste and Large waste for pre-sorting are offloaded into their separate containers.
-
- Small combustible waste is NOT offloaded into a container as big bags or compacted bales (may get stuck in the furnace feed chute and cause a stoppage at the incineration facility).

Small combustible waste and Food waste

- Small combustible waste is residual waste (max. 100x50x50 cm) that cannot be recycled. Small quantities of wet and soiled packaging (cardboard and plastic), floor sweepings, styrofoam, rubber gloves, products made from mixed materials etc.
- Food waste in closed, leak-proof sacks is collected together with Small combustible waste. Food waste can also be collected packed on pallets or in plastic-lined cardboard boxes max 1 m³, both of which must be leak-proof, and can be taken by forklift into open containers.

In accordance with Guidance no. 9271 of 7/6/2010 In force, Food waste from ships engaged in international voyages (Category 1 waste) must, without unnecessary delay, be transported to an approved incineration facility, where the waste must be weighed and

destroyed by incineration. Quarantine waste refers to waste that requires segregation and special handling due to its potential to spread diseases or plant and animal pests.

- Small combustible waste and Food waste are taken for incineration at Amager Ressourcecenter where it is registered, weighed, destroyed by incineration and is converted into electricity and district heating, www.a-r-c.dk

Large waste for pre-sorting

- Waste larger than 100 cm.
- Broken pallets, plastic with food residues, wet cardboard and paper. Furniture, fixtures and fittings, carpets, mattresses, mooring lines etc.
- Collected on pallets, in cardboard boxes or in big bags that can be taken by forklift into a container.
- Large waste is taken for pre-sorting, where recyclable waste (complete pallets, clean plastics, dry cardboard, glass without crockery etc.) is extracted and sent for recycling. The remainder of the waste is shredded and taken for incineration at Amager Ressourcecenter where it is registered, weighed, destroyed by incineration and is converted into electricity and district heating, www.a-r-c.dk

CMP own reception on Oceankaj

At Oceankaj, CMP has own reception of complete pallets, clean plastics, dry cardboard, glass (without crockery), Iron, metal and aluminium, electronic waste, small batteries, accumulator, light bulbs and fluorescent lamps, all collected and sent for recycling

The remainder is collected by a waste operator as Large waste for pre-sorting.

The two Waste delivery receipts “CMP Waste receipt 2018 - Garbage and Hazardous waste” and “CMP Waste receipt 2018 - CMP own reception on Oceankaj” shows if the waste has been collected as Large waste for pre-sorting, and further incineration or has been sent for recycling.

For further information please see “Summary of waste management plan Cruise ships 2018”.

Signage on waste containers





Map of permanently available containers:

Container terminalen - Levantkaj - Kaj 260 ●

Amagerværket/ HOFOR ● Kaj 838

Prøvestenen Vådbulk

- Kaj 840/ K-vej ●
- Kaj 843 – Ocean Pier/ O-vej ●
- Kaj 853 + 854/ G-vej ●

Prøvestenen Tørbulk

- Kaj nr. 858 + 859/ Bastionvej ●
- Kaj 862 – 866/ UPS arealet ●



Section 10. Hazardous waste

In accordance with the Act on the Protection of the Marine Environment Chapter 7 Sections 21 and 22, the discharge of garbage, apart from fresh fish or parts thereof, must not take place in Danish territorial waters.

In accordance with the Statutory Order on Standard Regulations for the Observance of Good Order in Danish Commercial Ports Chapter 4 Section 21, unless otherwise agreed with the port authority, waste shall not be dumped or deposited in the port area. Installed waste containers must not be used for environmentally harmful and hazardous products, substances and materials. Containers are only intended for normal operational waste from ships.

In accordance with City of Copenhagen Regulations for commercial waste, Section 12.3, hazardous waste must be properly packaged. The packaging must be closed and securely sealed, so that the contents are unable to escape accidentally. The packaging must be designed so that complete or partial emptying can be safely performed. Hazardous waste that is collected in a packaged state must be stored in suitable containers on a leak-proof base with no possibility of runoff to sewage, soil, watercourse or groundwater.

Port reception facility

Mobile port reception facility. Collection, transport and disposal are handled by an approved waste operator; see Section 12.

Electronic waste, small batteries, accumulator, hazardous waste, chemical waste, medical waste, oily sludge in drums, oily rags, oil filters, light bulbs and fluorescent lamps, dry cleaning fluids, photo waste, x-ray waste and aerosol cans etc.

Hazardous waste must be sorted at source and packaged and declared in accordance with applicable IMO guidelines.

Payment for reception of waste

See Section 4, page 4.

Special provisions

Reception under "no special fee" is on condition that:

- Hazardous waste is sorted at source, so as to avoid delays for waiting and fees for clean-up and sorting.
- The ship offloads hazardous waste in UN-approved packaging.
- "Other Hazardous waste" is specified in **Annex 1**.

Section 11. Incinerator ash, Scrubber (solid), Black water residues (solid), Grey water residues (solid), Emergency pyrotechnics/ MOB smoke floats and Fire extinguisher

Port reception facility

Mobile port reception facility. Collection, transport and disposal are handled by an approved waste operator; see Section 12.

Payment for reception of waste

The costs of disposal are borne by the ship and charged in accordance with CMP's List of charges.

CMP can assist with the supply and return of new UN-approved plastic drums and bigbags. The costs are borne by the ship and charged in accordance with CMP's List of charges.

Special provisions

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

- Incinerator ash (dry) is collected in liftable sealed bigbags.
- Scrubber (solid) is collected in in UN approved drums.
- Black water residues (solid) is collected in in UN approved drums.
- Grey water residues (solid) is collected in in UN approved drums.
-
- Emergency pyrotechnics/ MOB smoke floats are collected in UN-approved plastic drums, removable vermiculite head, max 5 kilo NEM (net explosive mass) per drum.
- Fire extinguisher are collected in UN-approved plastic drums, removable vermiculite head, max 5 kilo NEM (net explosive mass) per drum – One unit per drum.

Section 12. Waste operators

As of 1 January 2018, the waste operators below are registered in the Danish EPA waste register <https://www.affaldsregister.mst.dk/default.aspx>

Fortum Waste Solutions OW A/S

(K-vej 21, Prøvestenen, 2300 København S)

Registered in the Danish EPA waste register as a waste operator with an ADR certificate.

ISO 14001 certified

https://www.fortum.dk/sites/g/files/rkxjap216/files/documents/fortum_rws_certifikat_9001_14001_18001_dk.pdf

Johs. Rasmussen Svebølle A/S

(Øresøvej 2, 4470 Svebølle)

Registered in the Danish EPA waste register as a waste operator with an ADR certificate.

ISO 9001 and ISO 14001 certified

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

Henrik Tofteng A/S

(Nyager 6, 2605 Brøndby)

Registered in the Danish EPA waste register as a waste operator and waste collection enterprise with a pretreatment facility.

ISO 14001 certified

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

SMOKA I/S

(U-Vej 7, 2300 København S)

Registered in the Danish EPA waste register as a waste operator with an ADR certificate.

ISO 9001 and ISO 14001 certified

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

Fortum Waste Solutions A/S

(Lindholmvej 3 5800 Nyborg)

Registered in the Danish EPA waste register as an agent and a waste collection enterprise with a pretreatment facility.

ISO 14001 certified






https://www.fortum.dk/sites/g/files/rkxjap216/files/documents/fortum_rws_certifikat_9001_14001_18001_dk.pdf

CMP disclaims any liability for the reliability of the information given on the websites of the Danish EPA and the suppliers.

Annex 1 CMP Waste order form 2018 - 24 hours in advance of arrival

E-mail portoffice@cmport.com

Ship name: Berth no: Project no. completed by CMP:
 IMO number: Last Port and Country:
 Arrival Date: Time: Departure Date: Time:
 Delivery Date: Time: Name/ Signature:

CMP waste management plan	Type of waste	Amount of waste for discharge (m ³)	Comments to CMP	CMP Waste operators
Section 5.	Oily residues (Sludge)	<input type="text"/>	<input type="text"/>	
Section 6. <i>Complete CMP Annex 3</i>	Oily tank washings	<input type="text"/>	<input type="text"/>	
MARPOL Annex VI – Air pollution		(m ³)	Comments to CMP	
Section 7. <i>Complete CMP Annex 3</i>	Exhaust gas-cleaning residues - Scrubber (fluid) AEP scrubber effluents (fluid)	<input type="text"/>	PH value: <input type="text"/> (PH 6,5 - 9)	
MARPOL Annex IV – Sewage		(m ³)	Comments to CMP	
Section 8. <i>Complete CMP Annex 4</i>	Sewage (Black water and Grey water) Treated Waste Water	<input type="text"/>	<input type="text"/>	
MARPOL Annex V – Garbage		(Kg/m ³)	Comments to CMP	
Section 9. and Section 10.	Small combustible waste and Food waste	<input type="text"/>	<input type="text"/>	 <i>*CMP own reception on Oceankaj</i>
	Large waste for pre-sorting	<input type="text"/>	<input type="text"/>	
	*Wooden pallets for recycling	<input type="text"/>	<input type="text"/>	
	*Plastics - Sorted in rigid, soft and PET bottles	<input type="text"/>	<input type="text"/>	
	*Dry Cardboard for recycling	<input type="text"/>	<input type="text"/>	
	*Glass for recycling (without crockery)	<input type="text"/>	<input type="text"/>	
	Crockery for landfill	<input type="text"/>	<input type="text"/>	
	*Iron, metal and aluminium	<input type="text"/>	<input type="text"/>	
	Cooking oil in totes or drums	<input type="text"/>	<input type="text"/>	
	*Electronic waste	<input type="text"/>	<input type="text"/>	
	*Small batteries	<input type="text"/>	<input type="text"/>	
	Other Garbage - Please specify	<input type="text"/>	<input type="text"/>	
	*Accumulator	<input type="text"/>	<input type="text"/>	
	Hazardous/ Chemical waste - Please specify	<input type="text"/>	<input type="text"/>	
Medical waste	<input type="text"/>	<input type="text"/>	 <i>*CMP own reception on Oceankaj</i>	
Oily sludge in drums, Oily rags and Oil filters	<input type="text"/>	<input type="text"/>		
*Light bulbs and Fluorescent lamps	<input type="text"/>	<input type="text"/>		
Sale of UN drums and Big Bags – Please specify	<input type="text"/>	<input type="text"/>		
Other Hazardous waste - Please specify	<input type="text"/>	<input type="text"/>		
Section 11.	Incinerator ash – Lifiable sealed Big Bags	<input type="text"/>		<input type="text"/>
	Scrubber (solid) – UN drums	<input type="text"/>	<input type="text"/>	
	Black water residues (solid) – UN drums	<input type="text"/>	<input type="text"/>	
	Grey water residues (solid) – UN drums	<input type="text"/>	<input type="text"/>	
<i>3 working days of notice</i>	Emergency pyrotechnics/ MOB smoke floats and Fire extinguisher – UN drums	<input type="text"/>	<input type="text"/>	



Annex 2 Form for reporting alleged inadequacies of waste reception facilities

If the master of a ship finds it necessary to direct the attention of the environmental authorities to inadequate waste reception facilities, the following information and any further documentation should be sent to the Port Administration (Maritime Service). The Port Administration will forward a copy to the Danish Environmental Protection Agency.

1.	Name of port:	Copenhagen Malmö Port AB
	Berth no:	
	Date of arrival in the Port:	
2.	Amount and type of waste to be delivered to the waste reception facilities:	
3.	Special problems, such as:	
	Unnecessary delay:	
	Inadequate waste reception facilities:	
	Not technically possible to use waste reception facilities:	
	Other:	
4.	Remarks: (e.g. information received from the port authorities or the operator of waste reception facilities regarding point 2)	
5.	Ship data:	
	Ship name:	
	IMO number:	
	Home port:	
	Owner or operator:	
	Number of persons on board:	



COPENHAGEN MALMÖ PORT

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

(Information for vendor purpose only)

Ship name: Berth no.

IMO number:

Last 3 cargoes:

Product information			Estimated amount (m ³)
Residues of oil and oil mixture	1. Oil	<input type="text"/>	<input type="text"/>
	2. Mixture	<input type="text"/>	<input type="text"/>
	3. Does the oil contain emulsifier?	Yes: <input type="text"/> No: <input type="text"/>	<input type="text"/>
	4. Hazard class (national) flashpoint: I < 21 ^o , II < 50 ^o , III < 100 ^o	I <input type="text"/> II <input type="text"/> III <input type="text"/>	<input type="text"/>
	5. Any chemicals other than emulsifier and standard additives?	Yes: <input type="text"/> No: <input type="text"/>	<input type="text"/>
	Describe the chemicals:	<input type="text"/>	<input type="text"/>
Exhaust gas-cleaning residues – Scrubber (fluid) AEP scrubber effluents (fluid)		PH value: <input type="text"/> (PH 6,5 - 9)	<input type="text"/>

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

Delivery Date: Time: Name/ Signature:

Annex 4 Sewage (Black water and Grey water) [±]

Ship name:

Berth no.

IMO number:

Estimated volume of Sewage m³:

Treated wastewater m³:

- Maximum discharge rate (max 300 m³/hour)
- In the event of heavy rain, discharging will not be effected to the pipe system
- Please be informed that CMP will not keep watch during pumping. If any problems call Port Office at VHF channel 12 or Phone +45 35 46 11 38
- Hose flushing shall be done from the ship

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

Delivery Date:

Time:

Name/ Signature: