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## Denmark's most modern container port

***It will be completed by the end of 2021 – the futureproof, modern, sustainable and automated container terminal in Copenhagen. The terminal substantially strengthens CMP's role as the leading actor within freight handling in the capital region and throughout Eastern Denmark.***

The area in Outer Northern Harbour is fairly anonymous, however, the on-going groundworks are a reminder that this is where the container terminal of the future will be just three years from now.

“We are making a major investment. New technology and modern logistics solutions are paving the way for development of land totalling 450,000

square metres”, reports Povl Dolleris Røjkjær Ungar, COO Cars, General Cargo and Container within CMP.

“Modern logistics solutions refers to a digitalised facility which delivers better and more stable freight flows, in other words, more automated flows with faster, smoother handling throughout the logistics chain”.

CMP has long been supplying Copenhagen and Eastern Denmark with containerised cargo and it has a key role in the flow of goods to shops and businesses in the capital region. CMP is thus part of a large transport network, which links the Danish container operation to all major international ports.

“Our geographic location and connection to the world’s largest container lines is a major competitive advantage”, Povl emphasises.

### **Semi-automated terminal**

The new container terminal will be 85,000 square metres in size and have a depth of water of 12.5 metres. This is 2.5 metres deeper than today and will ensure that tomorrow’s feeder ships can also be handled at the terminal. The terminal will be semi-automatic, which means that the handling will to a large extent be automatic.

“It also guarantees our potential for expansion, so the terminal can grow in line with volume developments in the market. At the same time, the technology enables higher productivity compared with today and contributes to the more efficient and stable flows that we want to have”, Povl says.

“In our view, automation also provides more advantages than just better flows – it also enhances safety in the handling process and produces a better work environment”, he continues.

Sustainability issues have a clear place in the on-going work. Cranes, machinery and vehicles will be powered by renewable fuels. The sustainability aspects are also included at all times in the choice of energy solutions for heating, materials and technologies to be used in construction of the terminal.

“Another environmental benefit is that Outer Northern Harbour is located farther out towards the sea. It shortens turnaround times compared with today and produces less emissions and noise from the ships”.

Right now the authorities are conducting an environmental assessment of the entire project – an extensive task which is expected to be completed during the coming six months.

“The focus here is also on safety issues, technical fire considerations and much more. The collaboration is working well, and means that in several areas we are setting the parameters for the innovative new terminal solution together with the authorities”, Povl concludes.

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