

Session/Date	Description	Category (Information, Decision)	Presenter
Smart containers (Terminal perspective) - 11 May 2022	<p><b><u>Presentation : Smart containers - challenges for the terminal (focus on loading)</u></b></p> <p>Smart containers = source of ignition Special requirements for stowage apply for LNG vessels while bunkering (safety zone) → Containers must be <b>identifiable</b></p> <p><b>pre –stow the containers in the yard</b></p> <ul style="list-style-type: none"> <li>• in an effective and intelligent manner</li> <li>• as basis for vessel planning and smooth loading operation</li> <li>• Observe official regulations</li> </ul> <p><b>Current situation for the terminal yard situation:</b></p> <ul style="list-style-type: none"> <li>• No safety requirements (stowage segregation) known – yet</li> <li>• Operational requirements to be observed</li> </ul> <p><b>If no special stow is required (on board) there is no need to block ground space → Containers can be mixed with other non-specific containers</b></p> <p>→ <b>Pre-information is important!</b></p> <p><u>Obtaining the necessary information before (latest: at arrival of the container)</u></p> <p><b>Option 1</b> Shipping line gives all the information in container and stowage messages – before arrival and before stowage planning SMC = attribute → code from Attributes List Stowage instruction might be applied in addition: ADZ → code from stowage instructions list The codes to be used should be discussed and agreed between carrier, vessel operator and terminal beforehand</p> <p><b>Option 2 (joint approach CMA CGM/EUROGATE CTH)</b> The terminal stores the SMC-information in their database (an external database might also be an option - Boxtech?) → challenge: updates are required regularly → ideally implies the knowledge if           <ul style="list-style-type: none"> <li>• the vessel is LNG powered AND Is going to bunker at a subsequent port (information might be sent in the schedule information or separately)</li> </ul> </p>	Information	Jasmin Dröner, EUROGATE Container Terminal Hamburg

	<p><u>Process currently implemented between CMA and EUROGATE Container Terminal Hamburg (Option 2)</u></p> <ul style="list-style-type: none"> <li>• Attribute SMC (provided by CMA) stored in the database</li> <li>• Assignment to the container on arrival (for this container life)</li> <li>• Ideally: Knowledge of LNG bunkering in a subsequent port</li> <li>• If not, we can mix the containers with other normal containers on the yard</li> </ul> <p><u>Advantage:</u></p> <ul style="list-style-type: none"> <li>• Identifies the containers at any time</li> <li>• Prepared to observe any potential upcoming official safety requirement for stowage segregation on the terminal</li> </ul> <p><u>Disadvantage at this stage:</u> Needs constant updating of the container master data table</p>		