

Session/Date	Description	Category (Information, Decision)	Presenter
Smart containers (Terminal perspective) - 11 May 2022	<p><u>Presentation : Smart containers - challenges for the terminal (focus on loading)</u></p> <p>Smart containers = source of ignition Special requirements for stowage apply for LNG vessels while bunkering (safety zone) → Containers must be identifiable</p> <p>pre –stow the containers in the yard</p> <ul style="list-style-type: none"> • in an effective and intelligent manner • as basis for vessel planning and smooth loading operation • Observe official regulations <p>Current situation for the terminal yard situation:</p> <ul style="list-style-type: none"> • No safety requirements (stowage segregation) known – yet • Operational requirements to be observed <p>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</p> <p>→ Pre-information is important!</p> <p><u>Obtaining the necessary information before (latest: at arrival of the container)</u></p> <p>Option 1 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>Option 2 (joint approach CMA CGM/EUROGATE CTH) 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</p> <ul style="list-style-type: none"> • the vessel is LNG powered AND Is going to bunker at a subsequent port (information might be sent in the schedule information or separately) 	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"> • Attribute SMC (provided by CMA) stored in the database • Assignment to the container on arrival (for this container life) • Ideally: Knowledge of LNG bunkering in a subsequent port • If not, we can mix the containers with other normal containers on the yard <p><u>Advantage:</u></p> <ul style="list-style-type: none"> • Identifies the containers at any time • Prepared to observe any potential upcoming official safety requirement for stowage segregation on the terminal <p><u>Disadvantage at this stage:</u> Needs constant updating of the container master data table</p>		