

Smart Container Update

SMDG#77 Minutes

<p>Smart Container Update 19/04/2023 10:10 – 10:30</p>	<p>The purpose of this presentation is to provide a quick update on the smart container topic. Ann-Christin FRÖHMCKE and Michael SCHRÖDER start with a quick reminder about the smart container notion. An highlight is done on the fact that it is a container with a monitoring device outside the container, and not inside.</p> <p>Two possibilities exist for container type are possible, dry or reefer. It is important to understand that for reefers, smart devices are not really an issue because reefers are already considered by IMDG as a potential source of ignition. For dry containers, the situation is much more complex because danger level depends of the container content.</p> <p>Next point is the following question: how to identify a smart container and why ? Reasons are detailed, from safety issue, crew information, message details (BAPLIE, COPARN), to authorities' requests.</p> <p>Some updates are given about the IOT Safety regulation. Recall of SMDG standards codes for smart container identification in EDI messages. Ann-Christin FRÖHMCKE and Michael SCHRÖDER present a diagram visualization as a recommendation for the correct identification of Smart containers.</p> <p>Ann-Christin FRÖHMCKE presents details about the smart container's identification. Example is taken of the challenges for CMA-CGM with the LNG vessels and the Safety zone, where no DG, RF, smart container should be placed. Quite a lot of implication as flagging, repositioning last minute etc. Important to note that recommendation presented by Michael are no followed, as explained by Ann-Christin. She encourages to share the SMC code in COPRAR.</p> <p>Last part is the Q&A session regarding current work with other groups for Lithium</p>	<p>Ann-Christin FRÖHMCKE <i>CMA-CGM</i></p> <p>&</p> <p>Michael SCHRÖDER <i>Hapag-Lloyd</i></p>
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	<p>batteries. Some questions about leased container, that are managed similarly than own containers. Maersk team alert to be really careful before deciding about restrictions for smart container, because it would imply high impacts on planning, allocation, stowage, and might have super impact for Hapag-Llyod for instance, because all their container fleet is going smart.</p>		
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