Following up the work of:

**VISU–TMD (CETE Bordeaux)**

**TRANSCONTROL (Toulouse and Bordeaux areas)**

**GEOFENCEMD (Lyon area)**
VISU TMD: How does it work?

**PRIVATE ACTORS**
- Carriers

**Communication satellite**
- Operators

**PUBLIC AUTHORITIES TRACKING SERVER**
- PUBLIC AUTHORITIES PARTNERS

**PUBLIC AUTHORITIES PARTNERS**
- Road Management Control Centres & Motorway Operators
- Emergency services (fire, police, etc.)
- Administration (town planning, environment)

**CONSULTATION**
- PROCESS/DATA ENTRY

**GPS/EGNOS/GALILEO**
- GPRS/SMS
- Vehicles equipped with beacons
Objectives

• Development:
  ◦ Robust terminals installed on board vehicles (GNSS features + ADR-compliant)
  ◦ Application for Monitoring Transport of Dangerous Goods
    • Precise knowledge of the situation of transport of dangerous goods in a given zone
    • Improvement of decision-making process in case of an intervention:
      ➢ Evaluation of situation & risks
      ➢ Intervention & mitigation measures adapted to the situation

• Experimentation/validation:
  ◦ “Pilot” fleets will be equipped: road, inter-urban, school transport
  ◦ Test campaign in real operational conditions: experience feedback by end-users
TRANSCONTROL

Information confirmed by the first responder

$T_0$
Alert situation (shock, over-pressure...)

$T_1$
Accident

$[T_0; T_1+ \cong 1 \text{ hour}]$
Help for decision-making

$T_1+ 30 \text{ mn}$
Usual emergency or crisis management

TRANSCONTROL expertise

Information provided by TRANSCONTROL can be used by usual emergency management chain

Other expertise
Project deliverables (2012)

• Vehicle Demonstrator(s) (heavy duty & distribution):
  ○ On-board system with data base
  ○ V2I Communication devices

• Decision Centre Demonstrator:
  ○ DG transport management platform
  ○ Management of real time data, processing, sharing and distribution

• Risk management analysis:
  ○ Reactivity, decision management
  ○ Systemic risk management
  ○ Impact on urban planning, transport infrastructure planning

• Standards & Regulations

• A “Cost-Benefit” assessment for the different actors involved in the proposed systemic solution.
FIRST PARTNERS:

Bordeaux: CETE SO, GLS
Toulouse: ACTIA, M3S, NOVACOM
Lyon: CETE RAA, ARECA, RENAULT TRUCKS
Paris: FDC, …..
• WP0: PROJECT MANAGEMENT
  - French coordination
  - Coordination with German project
  - Coordination with works of the UN Telematics Working Group
WP 1: STUDIES

- Constraints
- On-going standardization
- Economic model
- Possible business plans
• WP2: PRODUCT SPECIFICATIONS

○ Needs
○ Detailed specifications
○ Specifications of material products, software, communication for: Platform architecture, On board unit, centralised data base, XML exchange, Access software for actors, Access software for control authorities, statistics
WP 3: PRODUCTS DEVELOPMENT

WP 4: PROTOTYPES, FIELD TESTS, EVALUATION

WP 5: SERIAL PRODUCTION

WP 6: COMMUNICATION AND DISSEMINATION
Thank you for your kind attention.