



GOUTE ROUTE 1st Newsletter

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Editorial

Welcome to the first newsletter of the European project GOOD ROUTE.

GOOD ROUTE is a Specific Targeted Research Project co-funded from the EU 6th Framework Programme and has started its activities since the 1st of January 2006.

The project aims to develop a cooperative system for Dangerous **Good**s road Transportation **Routing**, Monitoring and **Enforcement** and targets at the automatic notification of the infrastructure, issue/booking of permission of passage, navigation and optimal route guidance, re-routing to the safest route in case of accident, denial of passage or business issues, automatic enforcement to local/central checkpoints, provision of real-time information including automatic and semi-automatic accident notification to all stakeholders in the DG logistics chain.

Please note that further information and contact points can be found on the project web site: <http://www.goodroute-eu.org/> The 2nd issue of GOOD ROUTE Newsletter will be released on January 2006 presenting the progress of the project for the period since the first issue.



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GOOD ROUTE objectives

GOOD ROUTE aims to develop a cooperative system for dangerous goods vehicles routing monitoring, re-routing (in case of need), enforcement and driver support, based upon dynamic, real time data, in order to minimise the Societal Risks related to their movements, whereas still generating the most cost efficient solution for all actors involved in their logistic chain.

This aim is approached through the following main objectives:

Critical analysis of dangerous goods accidents, relevant localisation and practices, and the needs of all actors involved in dangerous goods transportation.

Development of a classification system

and ontological framework between dangerous cargo, vehicle types and road infrastructure elements.

Development of a collaborative platform.

Development of a minimum risk guidance system.



Development of a Control Center algorithm.

Development of an on-board automatic data retrieval and storage system.

Development of optimal user interfaces for both the driver of the dangerous goods vehicle and the control center personnel.

Integrate all functions on top of a vehicle prototype and test them in 3 Pilot sites, Europewide, to estimate their potential safety impact and viability.

Involve all key actors in the dangerous goods transportation chain, as well as OEM's and sensor suppliers; to result to an optimal business strategy.

The challenge

The transportation of dangerous goods involves risks and has the potential to

harm not only the truck's driver, but also the population being present at a certain distance a-

long the pathway of the truck. The aforementioned population represents the off-road residents living along the pathway and the on-road drivers and passengers of the other vehicles moving near the truck, which carries the dangerous goods. The consequences of a road accident involving dangerous



goods can be:

- Different types of fires (pool fire, flash fire and jet fire)
- Release and dispersion of toxic substances (toxic gas cloud).
- Explosions (vapor cloud explosion, boiling liquid expanding vapor explosion BLEVE).

The management of risks involved in the transportation of dangerous goods has become a necessity. This process

should include early recognition of potential problems, information about actual cargo and driver status, optimal routing and/or re-routing and monitoring and enforcement of dangerous goods movements within the transportation network.

The transportation of dangerous goods involves risks and has the potential to harm not only the truck's driver, but also the population being present at a certain distance along the pathway of the truck.

GOOD ROUTE Use Cases

The following use cases are central for developing and integrating state of the art technologies and knowledge.

- ◇ Automatic notification of the infrastructure and issue/booking of permission of passage.
- ◇ Provision of navigation and optimal route guidance to the driver by a cooperative system, that fuses data from the vehicle on board sensors, the infrastructure and the other equipped vehicles.
- ◇ Re-routing to the safest route, in case of need for re-routing due to an accident, incident, denial of passage, etc.
- ◇ Re-routing to the safest route in case of need for re-routing due to change in business goals.
- ◇ Automatic enforcement, by providing key data (vehicle speed, profile, total weight per axle, etc) to a local/central checkpoint.
- ◇ Provision of real time information of all stakeholders in the DG logistics chain (dispatcher, transporter, client,



recipient, etc.), regarding vehicle position and status, expected arrival time, cargo level and condition, as well as any unforeseen malfunction.

- ◇ Automatic and semi-automatic accident notification and key info (type of cargo, level of loading, location of different compartments' loading, etc.) provision to all support teams.

Pan-European Workshop

The GOOD ROUTE Consortium is pleased to announce the realisation of the first GOOD ROUTE Pan-European workshop "Taking the safest route; the GOOD ROUTE initiative" that is going to be held at the University of Stuttgart premises, in Stuttgart, Germany, on Friday the 8th of September 2006.

The workshop aims to bring together all stakeholders in the area of the Dangerous Goods Road Transportation, to communicate its objectives and, with

all experts' assistance, to refine and finalise its application scenarios. The



workshop is free of charge.

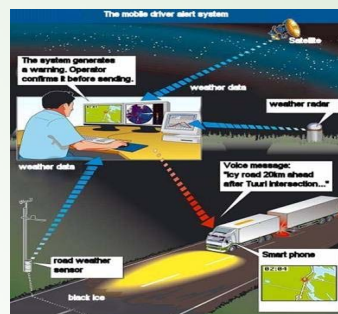
For registration and more information on the Pan-European workshop and the project, please visit the project URL: www.goodroute-eu.org or contact the project Coordinator, Dimitrios Tzovaras (tzovaras@iti.gr).

"Taking the safest route; the GOOD ROUTE initiative"

The GOOD ROUTE system

The elements that compose the GOOD ROUTE system and their role inside the system are:

Telematic System: provides real time data concerning traffic and meteorological conditions as well as regularly updated data concerning transportation network infrastructure and population distribution.



tion.

Enterprises: send, in real time, transport logs, through a special web-based interface.

Decision Support System: provides optimum route to enterprises for each transport log in

real time through special web-based interface.

Finally the **trucks' drivers** will be directed to follow the above optimum routes and their movement will be monitored, through advanced telematics.

www.goodroute-eu.org

GOOD ROUTE

Contact us



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For More Information Visit Project's Website:

www.goodroute-eu.org