

ChemLog T&T

– Tracking and Tracing

Solutions for improving intermodal transport of dangerous goods in Central and Eastern Europe



EUROPEAN UNION
EUROPEAN REGIONAL DEVELOPMENT FUND













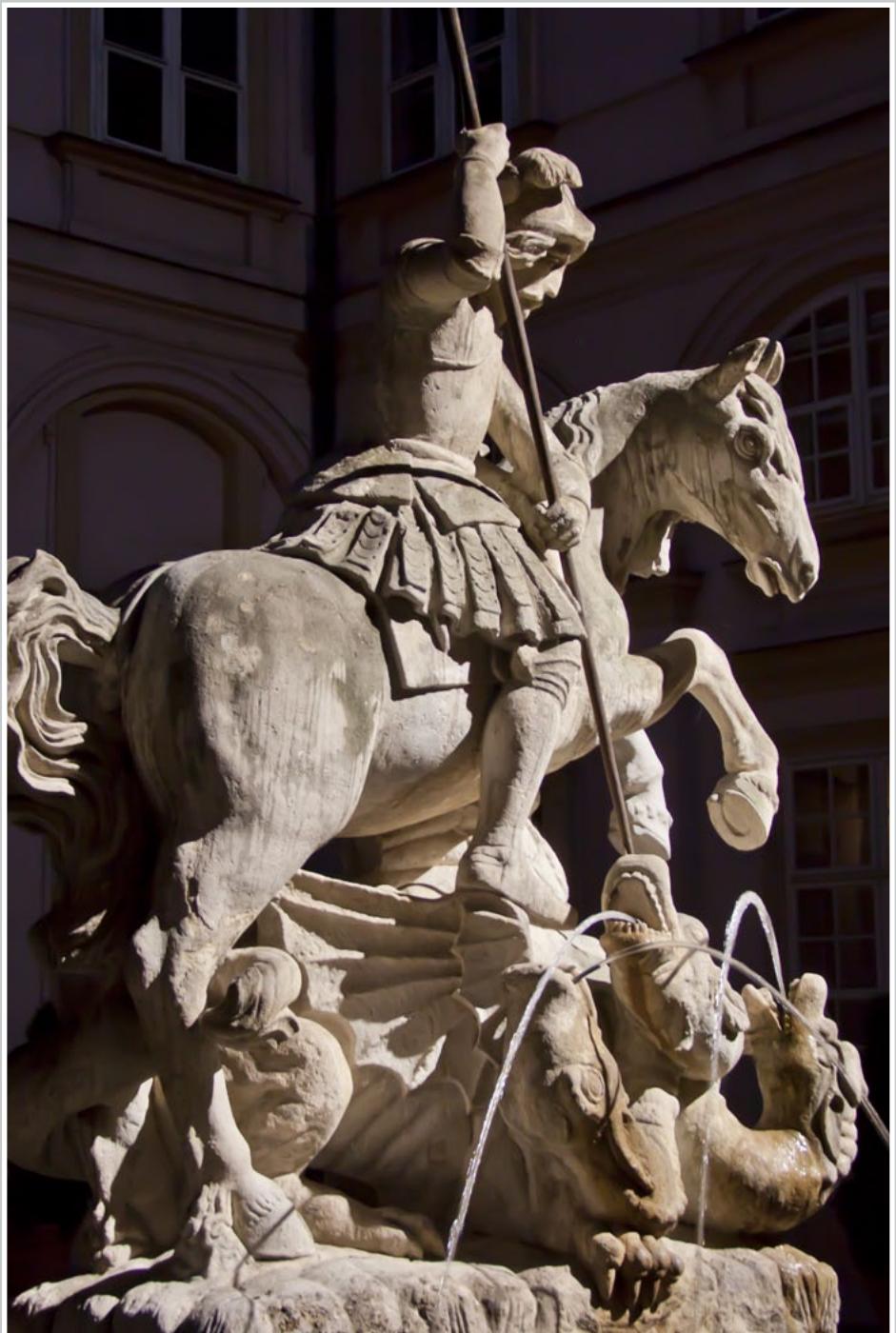
















BRATISLAVA 30 Sept - 1 Oct 2013



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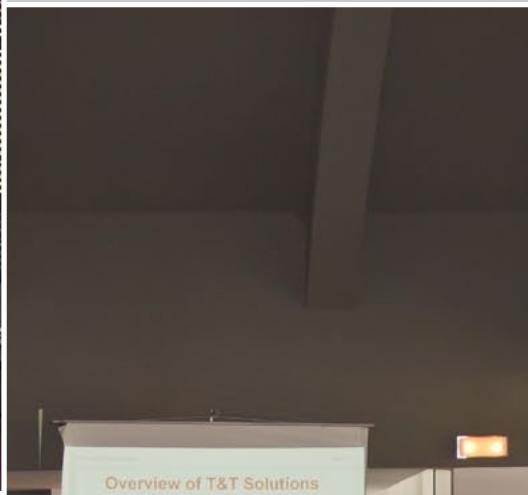




According to the nature of forces acting on a container, forces can be divided into three groups:

1. during **transport**
2. during **loading or unloading** at terminals
3. during an **accident**

A photograph of a woman in a dark blazer and white shirt, gesturing towards a large projection screen. The screen displays a photograph of a cargo ship at sea. The slide has a green header with the word 'Overview' partially visible and a blue footer with the text 'CONTAINER TERMINALS'.











ChemLog TT TRACKING AND TRACING

Experiences and Trends in the Chemical Industry:

- Chemical Supply Chains become longer and more complex
- Today's Supply Chains reach out to more emerging countries
- The share of hazardous materials increases
- Emerging countries often have lower safety and security standards
- Emerging countries often do not have organized Emergency Response Systems
- Longer Supply Chains have a tendency to become more vulnerable
- Longer Supply Chains have more unaccompanied traffic (Inter-Modal)
- This results in less transparency of the logistic chains
- The Chemical Industry wants to design sustainable Supply Chains
- This requires:
 - Transparency and seamless information flows (Tracking and Tracing)
 - Sufficient safety and security standards
 - Functioning Emergency Response Systems

W Schreiber - Oct 2013

Wifi
Danneke 01
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Historical Steps

2004 State of the Art – Contact with partners

- Manufacturing Beacons or using existing ones?
- Comparing communication modes (GSM/GPRS, SMS, Satellite)
- Which Partners are interested? Authorities (Ministry, Emergency services, Road Operators, police, ...), Dangerous Goods Transport Companies, Fleet Management Companies

2005 First experimentation

- Installing beacons
- Building the monitoring system
- Testing alert terminal

2006 Extension of the experimentation

- Adding Partners (numerous with fleet management companies, with other transport modes)
- Testing new regulations (livestock transport, international)

2007 Connection with harbour

- Looking for protocol and format for information exchange

2008 Connection with Joint Meeting

- Participating in the definition of an international regulation for dangerous goods transportation

2009 Cooperation with Joint Meeting and Definition of a common standard for dangerous goods transportation

2011 CDU Workshops, Research and RDI Project

A photograph of a man with dark hair and glasses, wearing a dark suit, white shirt, and red tie. He is smiling and looking towards the right. The background is a presentation slide with text and logos.













