

ITS Services

Rapp Trans – for the right route to the future



Contents

ITS Services and Applications Overview	1
<hr/>	
ITS Services	
<hr/>	
ITS Policy and Business Advice	2
ITS Planning	3
ITS Architecture, Regulations and Standards	4
ITS Procurement and Deployment Support	5
ITS Applications	
<hr/>	
Electronic Fee Collection	6
Compliance Checking and Enforcement	7
Smart Card and RFID Applications	8
Traffic Management	9
Traffic and Traveller Information	10
Our Clients	11
<hr/>	
About Us	12
<hr/>	
Contact Us	13
<hr/>	

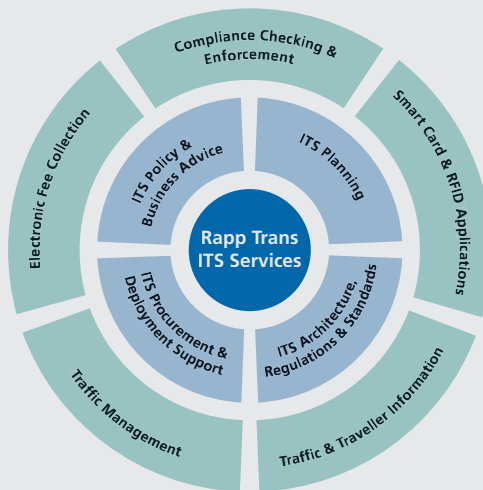
ITS Services and Applications Overview

Intelligent transportation systems (ITS) can improve the effectiveness of traffic management and safety measures, systems operations and provide enhanced information to users. Rapp Trans offers ITS Services through its team of experts based in Switzerland, France, United Kingdom and the Netherlands.

Leading Independent ITS Advisor

We work alongside our clients to find solutions for their specific needs, be it development of a national ITS master plan, development of traffic management plans through the Alps, planning and procurement of an electronic fee collection (EFC) system, speed section control or a multi-modal mobility information system.

Our ITS solutions are hall-marked by quality and viability, thanks to broad and in-depth knowledge in the relevant disciplines. We are supplier independent and have the ability to manage delivery programmes. Our main clients are central governments and private road operators.



Our ITS Services

- Policy and Business Advice
- Planning
- Architecture, Regulations and Standards
- Procurement and Deployment Support

Our ITS Applications

- Electronic Fee Collection (EFC)
- Compliance Checking and Enforcement
- Smart Card and RFID Applications
- Traffic Management
- Traffic and Traveller Information

EFC Specialist

Rapp Trans is one of the largest independent consultancy firms for EFC systems in Europe. The team of specialists covers all relevant sub-disciplines such as system operations, compliance checking and enforcement, security as well as knowledge of related technologies including DSRC, RFID, smart cards, GPS, tachograph and GSM.

We actively participate in international panels and committees, such as the Stockholm Group, in Expert Groups supporting the European EFC Regulatory Committee, European and worldwide standardisation committees (CEN/TC278 and ISO/TC204) and in various European EFC interoperability projects (RCI, CESARE IV, MEDIA ...).



ITS Policy and Business Advice

ITS Standards Policy (UK)

The Department of Transport (DfT) has an active role in the development of a variety of technical standards for ITS in the UK. Rapp Trans worked in partnership with DfT to review this involvement and to make recommendations for improving future coordination of ITS standards by the Department and its Agencies.

The study involved interviews with key stakeholders in ITS development across DfT and its agencies, an investigation into the role of commercial equipment suppliers in the development of standards and a workshop to synthesise the findings.

Association of British Insurers

The Association of British Insurers (ABI) commissioned Rapp Trans to carry out a research study for the Motor Insurance Industry which considered the potential opportunities and threats for the Industry arising from telematics and road pricing.

The study included analysis of potential alternative commercial models under which road pricing might be delivered and the associated implications for insurers. These included the effects on insurance products, users' expectations and possible commercial models for the involvement of Insurers in delivery of road pricing services in the UK.



National Transport Commission (Australia)

Rapp Trans worked in partnership with the National Transport Commission (NTC) to advise the Australian government on improving the arrangements for heavy vehicle road use pricing. The study highlighted the problems facing the current system, identified the government's objectives and provided possible directions and options for future development. The implementation plan developed by Rapp Trans is now being taken forward by the Australian Government.



Swiss Mobility Pricing

"Transport Financing Models" was one of the key issues of the research strategy 2004 – 2007 of the committee for road research of the Swiss Federal Ministry of Transport. The research programme on Mobility Pricing, which included 9 individual research projects, examined all aspects of charging for the use of transport infrastructure and services. It produced findings about the instruments and mechanisms for the overlapping domains of transport financing and traffic management. It also answered the questions about the consequences of moving the financing of transport away from general taxes and making it more use related.

Rapp Trans staff were responsible for the Directorship of the Research programme and wrote the synthesis report on which the road map, of the Swiss Transport Ministry, for mobility pricing and road user charging is based.

ITS Planning

Swiss ITS Master Plan

Rapp Trans was involved in the development of a road traffic ITS master plan for Switzerland. The issues were the development of a federal strategy for Switzerland, the definition of a 10 year road map based on a generated vision, with tangible objectives, justification and organisational considerations.

Rapp Trans headed the expert committee and was responsible for the preparation of the final report.

Austrian Telematics Technology Portfolio

For the National Telematics Framework Plan of Austria, Rapp Trans developed in partnership a database of the suitability of telematics technologies for ITS applications.

Rapp Trans was the lead consultant for the portfolio with its key contribution being a common strategy for all transport modes.



Impact of ITS on Road Traffic Safety – VESIPO

VESIPO evaluates the impact of large scale deployment of ITS in the road traffic and transport sector with respect to technical, commercial, legal and political matters.

Rapp Trans assessed the potential impact of ITS applications on Swiss road traffic safety, the associated costs and identified potential barriers for large scale deployment.



Intelligent Access Program (Australia)

The Intelligent Access Program (IAP) is a voluntary program supported by the Australian State and Territory road authorities which provides heavy vehicles with improved access to Australia's road network in return for monitored compliance with specific access conditions through the use of a certified GPS based in-vehicle unit (IVU). The IAP is being implemented by Transport Certification Australia Limited (TCA).

Rapp Trans was responsible for the development of the functional and technical specification for the on-board unit and the associated test suite for certification.

ITS Architecture, Regulations and Standards

European Commission Expert Groups

The European Directive 2004/52/EC deals with the interoperability of electronic road toll systems in the European Union. It sets out principles and targets for an international agreement on the definition of the European Electronic Toll Service (EETS). It is expected that on-board units will be provided to users wanting the EETS service by any authorised Issuer for use with all eligible charging schemes across Europe.

Rapp Trans has participated in the programme of work on the definition of the EETS. Our staff has led 5 and been involved in several more of the 13 Expert Groups commissioned by the European Commission.

Mandate M/338 on Electronic Fee Collection

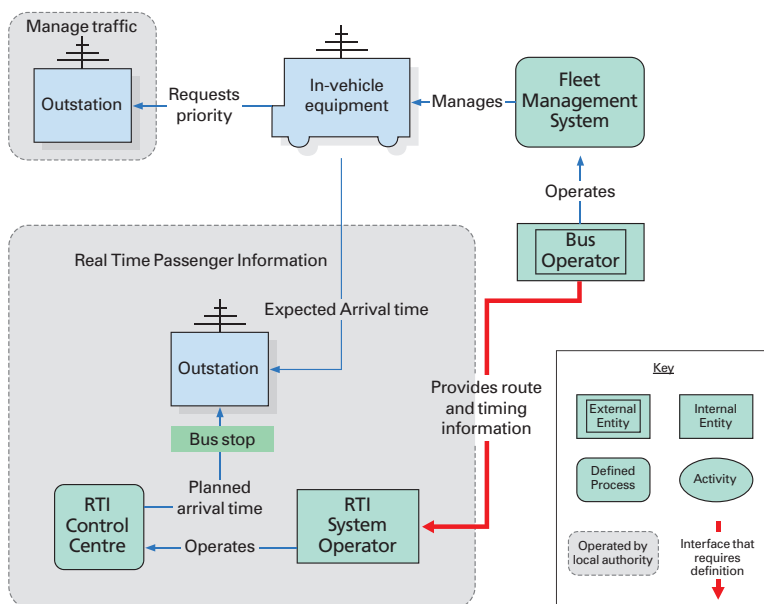
Rapp Trans was commissioned by the European Committee for Standardization (CEN) to prepare a plan for a set of coherent standards, specifications and guidelines in support of the European Directive (2004/52/EC) on the interoperability of electronic road toll systems. Rapp Trans provided stakeholder analysis, recommendations on actions and a programme of work for the European Electronic Toll Service (EETS) standardisation. The recommendations have been adopted as the basis for the forward programme within CEN.

International EFC Standards

The standards cover EFC systems based on DSRC, GNSS/CN, and smart card technologies. The EFC standards suite includes "requirements" and associated test procedures, in order to support conformity evaluation of products. It also includes Security guidelines that can be useful in the preparation or evaluation of security requirements.

The EFC standards provide key elements for achieving national and international interoperability. They are used in more than 30 countries (Japan, Australia, South America, Europe ...) and 100 systems around the world. More than 25 million and 20 thousand compliant on-board and roadside equipment units have been issued, respectively.

A Rapp Trans staff member, as the appointed chairman, coordinates the development of the worldwide and European EFC standards. Our experts also participate in the preparation of the standards.



ITS Architecture (UK)

The National ITS Policy Framework was published by DfT in 2005. The Policy Framework advocates the development of a Technical Framework. Rapp Trans was commissioned to develop the requirements for this Framework and to commission the subsequent development of the Framework.

The project has involved working with key UK stakeholders in the area of ITS, both within the DfT and in the wider ITS community. As a result of this engagement the high level objectives and scope of the Technical Framework have been agreed. Rapp Trans has developed a methodology which develops an Enterprise Architecture based on the Zachman Framework.

Case studies were conducted with public authorities and commercial agencies (e.g. Highways Agency, West Midlands, Kent, Romanse, innovITS) through the facilitation of workshops with key local professionals to agree the high level context for ITS for each of the authorities. A plan for the implementation of the National Technical Framework has been prepared.

ITS Procurement and Deployment Support

Next Generation of Swiss OBUs

A second generation of on board units (emotach®) is planned to be introduced during 2009 in the Swiss Heavy Vehicles Fee System (LSVA). The new OBU will gradually replace the first generation (TRIPON®) that has been in operation since the start of the system in 2001.

Rapp Trans supports the Swiss customs throughout the whole life cycle of this programme, activities have included the pre-study, preparation of the statement of requirements, tender evaluation, monitoring the implementation by the supplier and performing acceptance testing.



Austrian Heavy Vehicles Fee System



EUROPPASS was awarded the implementation and operations of the Austrian electronic fee collection system for heavy vehicles on motorways. The system was successfully introduced in January 2004.

Rapp Trans supported EUROPPASS in the system realisation through the development of operational procedures, reviewing functional and technical specifications, supporting interoperability discussions with adjacent countries, test plans, and monitoring acceptance testing.



Self Service Bike Sharing System (Vélib' in Paris)

The largest deployment of such a service in the world took place in Paris in July 2007 with initially 1,000 self-service stations and 10,000 bikes in the first 8 months of operation; these have increased to over 1,450 stations and 20,000 bikes. In the first 8 months of operation there have been over 15 million registered borrowing of bikes and the success of the scheme has received widespread media coverage and significant interest from other cities considering the introduction of similar schemes.

The Rapp Trans associated office in Paris is assisting the City of Paris in the project management of the data and payment system used for delivering the on-street service and monitoring the service provider against the contractual service levels.

Lorry Road Use Charging in Slovenia

The Republic of Slovenia has decided on an Action Plan that, amongst other measures, foresees the introduction of a charge on heavy vehicles travelling on the national roads network. Rapp Trans has won the consultancy contract for this project together with a Slovenian partner. The consortium has been tasked to develop the system concept, to produce the investment documentation and to prepare the call for tenders for the system operations. The project is very ambitious both regarding its targets and its timing, requiring a large and skilled team of experts with high availability.



Electronic Fee Collection

Swiss Heavy Vehicles Fee (LSVA)



LSVA has been in successful operation since the 1st of January 2001 and was implemented with Rapp Trans as a key partner.

Rapp Trans continues to contribute to the maintenance, optimisation and further development of the operational system. Rapp Trans provides expert consulting in technical matters, in European standardisation and in international interoperability.

French Heavy Vehicles Tax

The national heavy goods vehicle distance-based tax project was launched by the French government as a result of the environment round table in October 2007. The project involves the collection of a tax without stopping the liable vehicles, deployment of innovative contracts and technologies.

A consultancy team led by Rapp Trans supports the French government in the planning of this strategic project to be implemented within a very short time frame. Our team is responsible for the general and technical assistance across the programme, preparation of the statement of requirements, and supporting the procurement process.

Dutch Road User Charging

The Dutch government aims to introduce distance-based charging of all motor vehicles and on all roads in 2012. In order not to raise the tax-burden on the average motorist, the current vehicle-ownership related taxes will be reduced or completely abolished ("Anders Betalen voor Mobiliteit"). Tariffs per kilometre will depend on vehicle characteristics, as well as time and place. The charge should lead to a fairer allocation of costs as they are more proportional to actual usage. In addition positive effects on traffic, economy and environment are expected. Rapp Trans supports the Dutch Ministry of Transport since 2004, and provides advice on functional, technical and cost related issues.

TfL Technology Trials (UK)

The London congestion charging scheme was introduced in February 2003 and subsequently extended by the Western Extension in February 2007. Between 2004 and 2007 Transport for London (TfL), through the Technology Trials Programme, investigated different road user charging technologies and their suitability to provide more flexibility to the operation of the scheme and/or potential to reduce operational costs.

Rapp Trans was involved in all 3 stages of the technology trials programme and played a significant role in the design, implementation and analysis of the Tag & Beacon trials which developed and tested the concept of an Urban Charge Point in the London environment.



Compliance Checking and Enforcement

Video Enforcement for Road Authorities

Video Enforcement for Road Authorities (VERA) was a European research project on digital image enforcement systems. The main results were the definition of common functionalities for all road enforcement applications, and possible solutions for legal, institutional and organisational problems. VERA-2, the successor-programme, completed these recommendations for cross-border enforcement and organisational aspects.

Rapp Trans supported Swiss Customs participation in both phases of the project providing key contributions related to the legal impact and the Swiss case study on cross-border enforcement.



Cross-Border Enforcement (CAPTIVE)

Common Application of Traffic Violations Enforcement (CAPTIVE) was a research study on cross-border enforcement of non-financial penalties, such as removal of driver's licence or penalty points. It identified the causes of non-delivery of cross-border road traffic penalties. Based on the CAPTIVE report, the European Commission launched a public consultation in 2007 on "Respecting the Rules: Better Road Safety Enforcement in the European Union".

Rapp Trans led the work on the state-of-the-art of cross-border enforcement and the analysis of current practices.

Swiss Standard for Digital Enforcement

In the beginning of the decade, despite the operational advantages of digital cameras for traffic enforcement, the rate of deployment of such systems in Switzerland was relatively slow. Therefore, the Swiss Association of Road and Traffic Experts (VSS), in cooperation with the Federal Roads Office, mandated Rapp Trans to conduct a research study in order to address hurdles for deployment and to create a proposal for a national standard for the use of digital cameras for automatic enforcement.

Rapp Trans worked out an overview of implementation possibilities and existing problem areas with digital pictures. Analysed the existing Swiss legislation and developed a proposal for the Swiss standard for automatic enforcement systems with digital pictures. This proposal has been adopted as the Swiss standard for automated traffic enforcement with digital cameras (SN 671 971).

Procurement of Enforcement Equipment

Swiss cantonal police administrations needed to procure mobile digital speed enforcement equipment. They also needed to update existing mobile systems with digital modules in order to meet the required performance.

Rapp Trans analysed the users' needs, developed the tender documents, and supported the client during the bid evaluation and selection, implementation and commissioning.



Smart Card and RFID Applications

City Card (the Netherlands)

A number of Dutch cities are currently investigating the costs, benefits and hurdles of offering residents a smart card that can be used within the city for a wide range of public and private services. A web-based interface would enable the card holder to select applications from a large portfolio. Rapp Trans provided business case modelling and advice on functional and technical specifications.

Coach Pass (PassAutocar, France)



The City of Paris wished to regain control over the management of parking by tourist coaches in the centre of Paris.

We were entrusted with the design, the development and the operating of the central ticketing system, access control and accounting systems of this public service for the reserved on- and off-street coach parking spaces managed by concessionaries and the Municipality. Smart cards are used for identifying monthly subscribers. The system, managed by the Rapp Trans associated office in Paris, operates 24/7 and has administered the parking of more than 450 coaches a day in 12 sites since 2003.

Electronic Vehicle Identification (Finland)



The Finnish Vehicle Administration (AKE) commissioned Rapp Trans and a Finnish partner to evaluate AKE's role and the need to develop electronic vehicle identification (EVI) in Finland. The study evaluated several EVI-pilots in Europe, the emerging technology of RFID as well as the current progress of European standardisation. The result of the study was that there is, from the traffic and traffic enforcement perspective, little need to actively promote or implement EVI in Finland. However, the international development of RFID technology and its use for EVI should be followed for possible future applications.

On-Street Parking Management



Basel, as a centre of a tri-national agglomeration with half a million inhabitants, pursues a restrictive private and commercial vehicle parking space policy for the whole urban area. Rapp Trans has been commissioned to develop the service concept, based on the adopted parking policy, for the management of the 30,000 parking slots for residents, business, commuters and visitors. The study also includes the elaboration of technology options, including RFID-based parking permits, and the assessment of the operational registration and enforcement processes. The study will form the basis for the subsequent implementation of the on-street parking management scheme.

Traffic Management

HGV Management at the Swiss Border



The Swiss customs is introducing a new system, Transito, in order to improve the efficiency at the Swiss borders for heavy goods vehicles (HGV) transit traffic. The new system allows transiting HGVs to use express lanes, in order to expedite customs clearance and declaration of the Swiss heavy vehicles fee without the need for the driver to leave the driver's cabin.

It used to take the transiting HGV around 15 minutes to complete the formalities using the old procedures at the cross-border crossing, whereas they will be able to complete these in 1–2 minutes with the new express handling procedures.

Rapp Trans prepared the initial feasibility study and analysed the various options. This was followed by the preparation of the detailed plans for the management of the traffic flow of HGVs importing and exporting at a major cross-border crossing. These HGV traffic management plans are now in use following the implementation of the new system.

Traffic Management Plans

Since the 1st January 2008, the responsibility for the traffic management of the Swiss national roads has been transferred to the federal government, to enable the management of congestion at bottlenecks, incidents and accidents at a national level. Traffic management plans are essential elements in operations of the national roads, based on operational guidelines and instructions for location and traffic dependent scenarios.

Rapp Trans developed traffic management plans for the north-south axis of Switzerland on behalf of the Federal Roads Office (FEDRO). Particular attention was given to the management of the heavy goods vehicles at border crossings, the Gotthard and San Bernardino routes. These overall and detailed plans form a basis for the implementation of the national traffic management centre operated by FEDRO.

Traffic Management in Kuala Lumpur

Tricubes Berhad wished to extend the use of the existing traffic camera system in the Kuala Lumpur region. The objective was to maximise the value of the services, whilst considering cost and lead-time aspects in a sensitive environment.

Rapp Trans studied in partnership the various options and proposed five options with the highest potential for further evaluation.

Alpine Crossing Exchange

The Swiss policy of transferring goods transport to rail with a push-and-pull strategy has been a success. However, the target of reducing the transalpine truck traffic from the current figure of 1.2 million vehicles per annum to 650,000 cannot be reached without additional economic measures. The idea of an alpine crossing exchange (ACE) has been suggested by political parties and interest groups. Rapp Trans undertook in partnership two ACE research studies. In the first study, two different models were developed and evaluated: a Cap-and-Trade scheme based on a fixed number of tradable passage rights; and a dynamic slot pricing scheme based on the available capacity for HGV traffic through the Alpine tunnels. The second study investigated the feasibility of the Cap-and-Trade scheme. It showed that an auctioning scheme, where the total number of crossings per year is fixed, is technically feasible and suitable for practical use.

Based on the results of this study, the Swiss Government has submitted a proposal for the implementation of the ACE to the Parliament



Traffic and Traveller Information



Dutch Traffic Information Strategy

The traditional traffic information chain consists of three activities: collection, processing and distribution. Until recently, the first two processes were mostly within the domain of public road authorities, as the collection depended heavily on roadside infrastructure. With vehicles becoming more and more equipped with satellite positioning and mobile communication technology, the opportunities for Floating Car Data are increasing. For the same reason really useful commercial traffic/travel information services are emerging. Such services are also in the public interest, as it should contribute to a better use of the road infrastructure.

The current developments suggest a reassessment of the roles and responsibilities in the traffic information chain, and a concerted action of road authorities, industry and service providers.

Rapp Trans was involved in a working group of the Dutch national committee on traffic information, focusing on the short-term enhancements in coverage and services as well as the desirable organisation model for traffic information in the future.

Web Portal for the Transport Industry

“Truckinfo” is the information channel of the Federal Roads Office targeted to the commercial goods transport industry. It provides real-time information related to permanent and temporary traffic management measures, the current traffic situation and road conditions, and promotes the inter-modal offer (such as the piggy-back train service).

System supply and technical operation are contracted to Rapp Trans’ associated office in Paris.

Dynamic Traffic Information

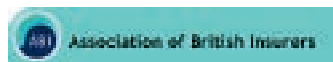
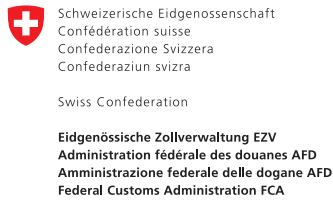
Dynamic traffic information via variable message signs is used to provide information to the road users and to improve the traffic management. The variable message signs (VMS) are typically placed 2–3 km upstream of a junction and 1.5–2 km upstream of an exit.

Rapp Trans was commissioned to study how VMS could be used in the Basel area. This included the development of the information and traffic management concept and to prepare the statement of requirements, which formed the basis for the procurement. Rapp Trans was also responsible for performing the acceptance testing of the implemented VMS system.

Multi-modal Traffic Information

The research and development project TRANS-3, co-financed by the European Commission and the Federal Roads Office, proved the technical feasibility of a route planner covering all individual (car and bike) and collective (bus tram and train) transport modes including car parks of the tri-national urban area of Basel. This information service was promoted through a public trial and a web-based service during an 18 month period. Rapp Trans was the general project manager of the consortium and our associated office in Paris was responsible for the implementation and operation of the website.

Our Clients



- Autoroutes Paris-Rhin-Rhône (APRR, France)
- Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft (ASFINAG, Austria)
- Association of British Insurers (ABI)
- Autostrade (Italy)
- Austrian Federal Ministry for Transport, Innovation and Technology (BMVIT)
- Austroads (Australia and New Zealand)
- Collis (the Netherlands)
- Danish Ministry of Transport
- Dutch Ministry of Transport, Public Works and Water Management
- Department for Trade & Industry (United Kingdom)
- Department for Transport (DfT, United Kingdom)
- Družba za Avtoceste v Republiki Sloveniji (DARS, Slovenia)
- European Commission, DG INFSO and DG TREN
- European Committee for Standardization (CEN)
- EUROPPASS LKW-Mautsystem GmbH (Austria)
- Finnish Ministry of Transport and Communications
- Finnish Road Administration
- HM Revenue & Customs (United Kingdom)
- ITS Sweden
- Leighton Contractors Pty Limited (Australia)
- French Ministry of Ecology, Energy, Sustainable Development and Town and Country Planning (MEEDDAT, France)
- National Transport Commission (NTC, Australia)
- Paris City Council (France)
- Peugeot-Citroën (France)
- Public Works Ministry of Chile
- Roads and Traffic Authority of New South Wales (RTA, Australia)
- South East England Development Agency (SEEDA)
- Slovenian Ministry of Transport
- Société des Autoroutes Rhône-Alpes (AREA, France)
- Swedish Road Administration (SRA)
- Swedish Ministry for Transport and Energy
- Swiss Association of Road and Traffic Experts (VSS)
- Swiss Federal Customs Authority (OZD)
- Swiss Federal Office for Spatial Development (are)
- Swiss Federal Roads Office (FEDRO)
- Swiss Cantonal Police Forces
- Swiss Local Authorities
- Traffic Management Centre of the Netherlands
- Transport Certification Australia (TCA)
- Transport for London (TfL, United Kingdom)
- Tricubes Berhad (Malaysia)
- ViaMichelin (France)
- Walloon Ministry of Transport (Belgium)
- Webraska Mobile Technology (France)

About Us

Rapp Group – a single provider with a full range of services

Rapp Trans AG is part of the Rapp Group, originally founded in 1896 and now one of Switzerland's leading engineering and design consultancies. The Rapp Group comprises the following specialised companies:

Rapp Infra AG Infrastructure-oriented engineering	Rapp Arcoplan AG Architecture and general planning services	Rapp Trans AG ITS Services, traffic and transport	Ammann AG Surveying and geo-informatics	Rapp Wärmetechnik AG Consumption-based invoicing for heating supply
Rapp Management AG Finance and services for the Rapp Group				

The companies in the Rapp Group focus on the creation of intelligent and sustainable solutions. They are all joint stock companies, completely independent from banks and other businesses.

Quality assurance

All companies in the Rapp Group operate a Quality Management System certified to ISO 9001.

Number of employees

Around 290

Consolidated operating turnover

EUR 28.2 million (2007)

Rapp Trans – providing intelligent and sustainable solutions

Rapp Trans is an international traffic and transport consultancy providing independent advice and support to clients, from initial design through to implementation, via its team of experts based in Switzerland, France, the United Kingdom and the Netherlands.

Fields of activities

- ITS Services
- Traffic and Mobility Planning
- Traffic Models
- Public Transport Consulting incl. Fare Associations
- Freight Transport and Logistics
- Transport Economics

Services

- Concepts and studies
- Consulting services
- Planning
- Project management
- Research
- Provision of expert advice

Companies

Rapp Trans AG, Basel/Zurich
with the following associated companies:
Carte Blanche Conseil SAS, Paris
Rapp Trans (UK) Ltd, Reading
Rapp Trans (NL) B.V., Amsterdam
Robert-Grandpierre et Rapp SA, Lausanne/Geneva

Number of employees

Over 70

Operating turnover

Over EUR 10.4 million (2007)

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