

Notes on the 2nd workshop on Weigh-In-Motion for Enforcement.

Date: March 26th 2014

Location: Intertraffic, RAI Amsterdam, The Netherlands

Organization: Euro Controle Route, International Society for Weigh In Motion.

Participants: - Weigh-In-Motion: ISWIM specialists and Vendors
- Enforcement: ECR and TISPOL members

Information: The program of the workshop, a list with participants, the presentations and these notes are available on the websites of ECR (www.euro-contrôle-route.eu) and ISWIM (<http://iswim.free.fr>)

Opening of workshop.

Gerard Schipper (ECR) and Hans van Loo (ISWIM) welcomed all participants to the workshop, explained the goals of the workshop and gave a short introduction of Euro Contrôle Route. Bernard Jacob gave an introduction of the International Society for Weigh-In-Motion.

Experiences from the UK.

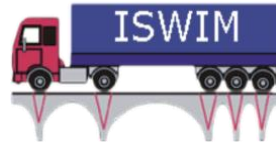
Phil Stokes of the Drivers and Vehicle Service Agency (DVSA) in the United Kingdom started with a presentation on the experiences in the UK with the use of WIM data in the enforcement of overloading.

- Besides for overloading the WIM data is also used for the detection of tachograph manipulation and speed violations;
- The temperature dependency of the WIM systems causes problems with the reliability of the WIM data used for enforcement;
- The main need for the future is a WIM system that is certified for direct enforcement.

Experiences from Hungary.

Róbert Mikulás of the Vehicle Methodology Department of the Hungarian National Transport Authority presented the plans for the development of a network of WIM systems in Hungary.

- The WIM systems are intended as pre-selection for road side inspections by Customs, Transport Inspectorate, Traffic Police and (private) Road Operators;
- At the moment a feasibility study is done that will result in a tender document for the WIM systems;
- Through its location in central Europe, Hungary has a lot of transit traffic, however at the moment there is no strategy on how to deal with international transports that are overloaded;
- The need for the future is the multiple use of the WIM systems + ANPR for tachograph manipulation, speed controls, etc and eventually direct enforcement;
- ISWIM offered to form an – technology independent - expert group to assist the developments in Hungary.



Experiences from France.

Victor Dolcemascolo of the General Directorate of Infrastructure, Transport and Sea (DGITM) showed the plans the French national network of WIM system.

- The network is used in different ways for enforcement of overloading; statistics, planning of controls, pre-selection for roadside controls.
- Experience has shown that being overloaded is often a sign for other violations/infringements.
- Besides for overloading the WIM data is also used for controls on stolen vehicles, cabotage, driving and resting times.
- In the future there will be a connection with the national data base with vehicle registrations based on licence plate numbers for company profiling.
- The performance of the WIM systems will be improved through the filtering of 'bad' measurement data.
- The need for the future is an international exchange of data on vehicle registrations and a certification of WIM for direct enforcement.

Experiences from the Czech Republic.

Emil Doupal of RTS Consulting presented the latest developments in the Czech Republic with the use of WIM for direct enforcement.

- The WIM systems are designed as multi-purpose systems with applications besides overload enforcement also for traffic monitoring and speed control (accuracy $\pm 1\%$);
- The development of technology is in using additional sensors and the detection and filtering of 'bad' measurements. At the moment 60-65% of all measurements are accepted as 'valid'
- The use of WIM for direct enforcement of overloading has been formally introduced in the CZ-legal system. The approval test and certification was and will be done per system, per location.

General observations.

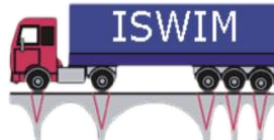
In overview of all presentations the following general developments can be observed:

- The combination of WIM-systems with additional sensors (ANPR cameras for licence plate recognition, height detection, dangerous goods shields) and the combination with national data bases like the national vehicle register. This allows the same WIM/enforcement systems to be used for additional and multiple applications resulting in a more efficient investment in technology;
- A shift in the focus from issuing as many penalties/fines as possible towards prevention of violations/infringements and on education of drivers and transport companies.

Discussion.

Main topic of the discussion was the new draft EC-directive 96/53/EC on weights and dimensions for road transport.

- One of the articles says that the Transport Inspectorates in the EU-member states should use modern technology – both WIM and onboard weighing – to detect infringements of the regulations. The pre-selection using WIM should have a minimum of one weighing per 2.000 vehicle kilometers to ensure effectiveness of the road side checks on the territory of the Union;
- Out of the 40 participants present only 6 were aware of this new directive. This means that the distribution of information can be improved, perhaps ECR and ISWIM could – or should – play an active role in this;
- It is clear that the objectives of the directive can only be met through the investment in more WIM systems. The Inspectorates present at the workshop had no concrete plans yet on how to implement the new directive;



- It was suggested to initiate an ECR working group 'Overloading' to make sure that its members will be ready to implement the new directive. ISWIM has offered to participate in this working group through a number of technology experts.

Closure of the workshop.

Gerard Schipper thanked all participants for their interest and input in the workshop. As follow-up of this workshop the following was agreed:

- A report of the workshop – together with all presentations and a list of participants - will be made available to all participants and on the websites of ECR and ISWIM;
- ECR and ISWIM will inform their members on the developments on the ECR working group, possible ISWIM involvement and future workshops on the use of WIM for Enforcement.