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ISWIM
International Society for Weigh in Motion

ISWIM NEWSLETTER

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Message from the ISWIM president

Welcome to the last edition of our Newsletter for 2024. It was a joy for me to read about the different and innovative activities taking place in the WIM community. First, I want to congratulate Dr. Navoda Rillagodage on being selected as the 2024 ISWIM Young Researcher Award Recipient.

In this edition of the Newsletter, you will read about how Thailand is using the technology for traffic monitoring to improve safety on their rural roads. Kistler, like many manufac-turing companies and other professions, is looking to integrate AI with its WIM systems to look at traffic patterns in a new way, and to improve enforcement and road safety.

Truck platooning is another concept that is becoming more of a reality worldwide. In this edition, Cestal shares their early analysis on how this new truck travel could impact bridge infrastructure. I could go on but I will stop here and let you read the Newsletter to learn about the WIM work being done internationally.

Thank you for your support and contributions to the WIM community both within your organization and ISWIM.

As the year comes to end and we take time to step away from our work to be with family and friends during this special time of year, I wish you and your families a very Merry Christmas and Healthy and Prosperous New Year!

Deborah Walker, President of ISWIM

■ Deborah Walker | Deborah.Walker@dot.gov

Young Researcher Award

Every year, ISWIM offers scholarships to bachelor, master and PhD students, or post docs up to five years after graduation working on WIM-related research projects. Participants must demonstrate a passion for WIM through either their studies or early professional life and show "substantial evidence" of their research. "Substantial evidence" could be an original contribution in the form of a conference paper; a report; or a series of presentations that clearly defines the scope of the project, technical approach, and conclusion(s).

The selection committee is pleased to announce Dr. Navoda Rillagodage as the recipent of the 2024 ISWIM Young Researcher Award. The work she has done since her internship and research assistantship experience days shows her depth of understanding and interest in WIM. Dr. Rillagodage's work has implementable results that law enforcement and engineers can use to understand the behavior of drivers and to design pavements better. Her current role as the manager for the Manitoba Highway Traffic Information System shows her desire and commitment to the WIM field.

ISWIM will sponsor the travel and registration expenses for Dr. Navoda Rillagodage to present her work at the Transport Research Board (TRB) WIM Subcommittee meeting during the Annual Meeting 5-9 January 2025 in Washington, D.C., USA.

The deadline for the 2025 Young Researcher Award Next year's deadline is March 15th. and the award wWinners will be announced the summer of mid 2025. Winners will be announced the summer of 2025.

■ Lily Poulikakos | l.poulikakos@outlook.com

Recent ISWIM Webinars

Over the years the ANTT (Agencia Nacional de Transportes Terrestres), Labtrans (Laboratorio de Transportes e Logística) and ISWIM have held a number of successful events in Brazil focused on the use of WIM systems for weight enforcement. This includes the 2011 Regional Seminar on WIM in Florianopolis, the 2015 DNIT Workshop on 'Overload Control 'in Brasilia and the 2019 ANTT Workshop on 'New paradigms of WIM' also in Brasilia. Since the last event in 2019, there have been important developments in WIM technology (sensors and systems) and their applications for size & weight enforcement and transport & truck safety. This is why ANTT and ISWIM in cooperation with Labtrans felt that the time was right for a follow-up event focused on these recent developments. So, another webinar on the use of WIM for Weight Enforcement was held on Wednesday October 30th.

Disclaimer

The projects described, ideas shared, and claims made in this Newsletter do not necessary represent the official view or position of ISWIM.

While care has been taken in the preparation of the content of this Newsletter, ISWIM accepts no responsibility in its use, for any omission, or damage that may be caused and does not endorse any specific product or result presented in the Newsletter.

ISWIM Website

Please visit the official ISWIM website: www.is-wim.**net**. Here you will find information on our society, all Newsletters, past ISWIM Events, the Guide for Users of WIM and links to our all Vendors & Consultants.

New is our online, searchable library with over 450 articles, papers and reports related to Weigh-In-Motion.

ISWIM LinkedIn Group

The ISWIM LinkedIn Group is another way of staying connected with the latest developments in WIM.

In this group, researchers, end-users and vendors can find and post short articles on initiatives, new projects, test results, or other developments related to WIM-technology, applications and data.

The ISWIM LinkedIn Group has currently more than **590** members. If you want to join, please visit: linkedin.com/groups/13400438

The webinar was hosted by the director of ANTT Guilherme Sampaio, the objectives of the webinar were to provide:

1. An update on the application of WIM systems and data for size & weight enforcement around the world with a special focus on the recent implementations of WIM for direct weight enforcement such as the pilot in New York City and the need for international standardization.

2. The status quo of the use of WIM systems in Brazil for weight enforcement from EcoRodovias; the strategy and plans for the the installation, certification and application of WIM for direct weight enforcement in Brazil from ANTT.

The video recording and the presentations of the webinar are available at: www.is-wim.net/events/workshops-webinars

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On November 14th, the Commercial Vehicle Safety Alliance (CVSA), Federal Highway Administration (FHWA) and ISWIM held another webinar focused on the use of WIM systems for weight enforcement. Here international experts presented their experiences to more than 130 participants from the North American enforcement and traffic monitoring communities, and other end-users of WIM data from around the world. The two part program focussed on:

1. WIM 101. Part 1 was intended for new CVSA and FHWA staff that are new to WIM and its applications. It provided a general introduction to the basics of WIM systems, followed by a review of the different WIM technologies, and a discussion on the application and advantages, and use of the data.

2. WIM for Enforcement. Part 2 focussed on the use of WIM systems for size & weight enforcement in the US. Starting with the experiences from the state of Maine with the use of WIM as a screening tool for weigh stations, an update on the results from the pilot for direct weight enforcement in New York City and the possible extension of the NIST Handbook 44 to include High-Speed WIM systems for direct enforcement. The webinar was concluded with a presentation on the technology of Bridge WIM systems and their working principles and their specific applications and advantages for weight enforcement and experiances from the Slovenian Traffic Police.

The video recordings and the presentations of this two part webinar series are also available at: www.is-wim.net/events/workshops-webinars

■ Hans van Loo | hans.vanloo.int@gmail.com

ISWIM Board (elected Nov. 2023)

Executive Board:

- Deborah WALKER, United States **President ISWIM**
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- Matija MAVRIČ, Slovenia **Vice-President Vendors**
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- Christoph KLAUSER, Switzerland

Promotion Officer:

- Hans VAN LOO, Switzerland

BISON WIM Systems by Fiber Optic for Advancing Traffic Safety in Thailand

In 2024, iWiM, an Italian leader in dynamic weighing systems using fiber optic technology, successfully completed over ten sites with installations of weighing sensors across rural roads in Thailand. This project, initiated by the Ministry of Transport of Thailand, aimed to improve traffic monitoring and safety on rural roads of different provinces across the country. Over 10 months, iWiM collaborated with local partners to tailor our solution to the unique requirements of each site composed of single, double and triple lanes and road conditions. iWiM's approach with the client covers all aspects of WIM implementation, from production and installation to operation, with continuous monitoring over the years.

The system installation was prearranged and programmed by iWiM technicians together with the client's team, elaborating the technical drawings for each site and monitoring the completion of the work. iWiM specialists customized the BISON software interface in the Thai language, ensuring seamless integration with client systems such as ANPR and Context cameras. During the installation period, onsite support was provided to the client's technical teams. Moreover, iWiM staff organized training for the client's technical and management teams, as well as end users from the Rural Road Department, to instruct them on the installation, calibration, and operation of the system.

Installation of iWIM's Bison Fiber Optic WIM system in Thailand

After installation, iWiM's remote technical team worked closely with client technicians to conduct system checks, calibration, and implement vehicle classification tailored to Thailand's traffic patterns. Additionally, the Thailand vehicle classes were elaborated and added to the software algorithm for classification. After completion of the calibration, the systems passed acceptance tests by the Ministry, marking a significant achievement in advancing road safety. iWiM's dedication extends beyond installation, offering ongoing remote support for system operation and user needs.

■ Anna Kashirskaia | Anna.kashirskaia@iwim.it

Guide on Calibration of WIM systems

The latest addition to the series of ISWIM Practitioners' Guides is the guide on **"Calibration of WIM systems"**. This guide has been developed by a group of ISWIM volunteers and is aimed to assist WIM contractors and transportation agency personnel involved in field WIM equipment calibration. In addition, road owners responsible for developing WIM programs may find this document useful in establishing their specific requirements for a successful WIM operation.

ISWIM
Practitioners' Guides

This document offers recommendations based on proven best practices and published documentation for conducting a successful WIM calibration for in-road and bridge WIM technologies. The purpose of this document is to describe step-by-step procedures to perform an initial or routine calibration of WIM equipment installed for high-speed WIM data collection to support highway monitoring and transportation statistics.

This guide should be used only for systems that are for general traffic monitoring, statistical applications and WIM pre-selection. This guide is not aimed at systems used for legal metrology applications such as direct enforcement and does not circumvent any available standard WIM specifications.

This and all other ISWIM Practitioners' Guide are available via the ISWIM website: www.is-wim.net

■ Andy Lees | andrew.lees@q-free.com
■ Deborah Walker | Deborah.Walker@dot.gov

The Expanding Role of Intercomp WIM Sensors in Asia

Intercomp's strain gauge strip sensors are playing a significant role in advancing WIM technology across Asia, supporting applications in overload enforcement and traffic data collection. Their adoption spans Southeast Asia, China, Central Asia, and beyond, demonstrating their effectiveness in enhancing weight monitoring and regulatory compliance.

In Southeast Asia, Intercomp's sensors are instrumental in the transition from pre-selection systems to direct enforcement tools. For example, Thailand has implemented over 30 lanes of high-speed WIM (HS-WIM) systems on provincial roads for pre-selection, with plans for direct enforcement upgrades. Similarly, Indonesia has over 20 lanes equipped with HS-WIM systems, influencing regional standardization efforts for WIM technology.

China has embraced these sensors widely, with over 250 lanes dedicated to enforcement (both pre-selection and direct enforcement) and 150 lanes for traffic data collection. Integrated with ANPR and video systems, the sensors provide a comprehensive solution for monitoring and managing overloaded vehicles.

Intercomp's strain gauge strip sensors installed in China

Kazakhstan has also expanded its use of HS-WIM systems, starting with pre-selection deployments in 2013 and now moving toward direct enforcement. Currently, over 40 operational lanes utilize Intercomp's sensors. Following rigorous evaluation by the Kazakhstan Institute of Standardization and Metrology, the SmartWIM system with strain gauge strip sensors received certification for compliance with national standards, confirming its accuracy and reliability.

Intercomp's WIM technology is setting a benchmark in Asia, providing precise weight monitoring and fostering advancements in enforcement and traffic management across the region.

■ Leonardo Guerson | leonardog@intercompcompany.com

Coming Events
(subject to change)

Transportation Research Board (TRB)
Washington, D.C. USA
5-9 January 2025
www.trb-annual-meeting.nationalacademies.org

ISWIM Board Meeting
Washington, D.C., USA
8 January 2025
www.is-wim.net

Intertraffic China
Shanghai, China
28-30 April 2025
www.intertraffic.com/china/

IABSE Symposium
Tokyo, Japan
18-21 May 2025
www.iabse.org/Tokyo2025

HVTT18 Symposium
Québec City, Canada
26-29 May 2025
www.hvttforum.org

SATC
Southern African Transport Conference
Pretoria, South Africa
7-10 July 2025
www.satc.org.za

CVSA
Commercial Vehicle Safety Alliance Annual Conference and Exhibition
21-25 September 2025
Denver, Colorado, USA
www.cvsa.org

ANTT WIM Seminar
National Land Transport Agency
Brasilia, Brazil
November 2025
www.gov.br/antt/pt-br

Intermobility Expo
Dubai, UAE
November 2025
www.gulftraffic.com

Transport Research Arena (TRA)
Budapest, Hungary
18-21 May 2026
www.ectri.org/project/tra-2026/

ICWIM-10
International Conference on WIM
Ljubljana, Slovenia
Spring 2027

WIM Optimization Research Project

The National Cooperative Highway Research Program (NCHRP) Project 10-128, under the leadership of Dr. Tom Papagiannakis from the University of Texas at San Antonio (UTSA), in partnership with Applied Research Associates (ARA) and Quarterhill, focuses on enhancing the accuracy and reliability of Weigh-In-Motion (WIM) systems used by Departments of Transportation (DOTs). The project, titled "Multiple-Sensor Weigh-In-Motion Systems to Enhance Data Accuracy and Reliability," aims to develop a decision-support tool for optimizing the arrangement of WIM sensor arrays.

Multiple sensor WIM system in Minnesota, USA

This initiative addresses the need for accuracy in WIM data, which can be affected by pavement conditions, environmental factors, and traffic variations. The goal is to create a tool that allows DOT practitioners to input such considerations and determine the ideal number, type, and layout of WIM sensors to ensure they attain the desired accuracy of static axle weight estimations.

The research team brings together a unique combination of academia, consultants, and WIM system manufacturers to ensure a comprehensive approach to the project. Apart from Dr. Papagiannakis, the project features Dr. Olga Selezneva and Mr. Dean Wolf from ARA as tool development leads. Mr. Roy Czinku and Mr. Doug Pratt from Quarterhill bring their expertise in WIM maintenance and field testing. Together, they aim to push the boundaries of WIM optimization, enhancing efficiency, road safety, and infrastructure management.

With an expected completion date in March 2027, NCHRP Project 10-128's anticipated outcome is the development of a practical spreadsheet tool designed to enhance WIM data accuracy and reliability. This tool will represent a significant advancement in the field of transportation infrastructure management.

■ **Heimo Haub** | hhaub@quarterhill.com

ISWIM Events in 2025
(to be confirmed)

For 2025 ISWIM is working on the organisation of a number of in-person workshops. All events will be part of a larger conference and will include an exhibition where ISWIM vendors can show their latest solutions. More details on the events will be provided through the www.is-wim.net website and this Newsletter. For now: **SAVE THE DATES!**

Southern African Transport Conference

After successful ISWIM workshops in the 2028 and 2025 editions of the Southern African Transport Conference (SATC) we will be returning to South Africa again in 2025. SATCT-2025 will be held from 7-11 July in Pretoria, see: www.satc.org.za.

COMMERCIAL VEHICLE SAFETY ALLIANCE CVSA

After several workshops (2015,2019) and webinars (2023 and 2024) we will continue our cooperation with the Commercial Vehicle Safety Alliance (CVSA). This time as part of their Annual Conference 21-25 September 2025 in Denver, Colorado, see www.cvsa.org/events/

ANTT AGÊNCIA NACIONAL DE TRANSPORTES TERRESTRES

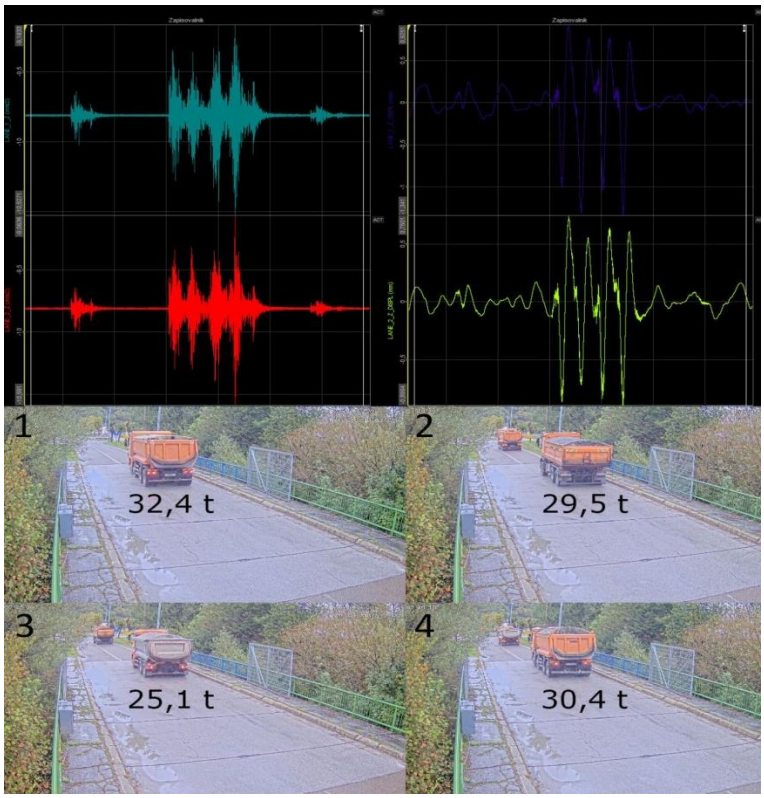
Also in continuation of workshops in 2011, 2015 and 2019 we will organize another workshop together with ANTT (Agencia Nacional de Transportes Terrestres) and Labtrans (Laboratorio de Transportes e Logística). The event will be held in November 2025 in Brasilia, Brazil, see www.gov.br/antt/pt-br

■ **Hans van Loo** | hans.vanloo.int@gmail.com

How will truck platooning affect our bridges?

With the advent of highly capable adaptive cruise control systems, truck platooning may soon become a common occurrence on our roads. While the advantages of electronically connected heavy goods vehicles following each other closely are clear - less air resistance, better efficiency, and fewer emissions - these types of convoys will affect bridges, which can become especially problematic since many structures have already exceeded their service life.

Monitoring the behavior of bridges will thus become an integral part of asset management. Cestel recently completed a project in Slovenia, where bridge weigh-in-motion systems and accelerometers were installed on several bridges. One of the aims of the project was to establish a connection between the deflection of the bridge, measured by accelerometers, and the gross vehicle weight of HGVs. For bridge experts, the deflection of the bridge is a good indicator of its stiffness, and since vehicles are also weighed on the bridge, a correlation can be made between both of these values.



Deflection of the bridge and the vehicles that caused it

A surprising result was recorded at one of the bridges: the highest deflection of the structure did not occur during the passage of the heaviest vehicle, which weighed over 60 t, but when the bridge was traversed by four medium-sized HGVs within a minute. In the Netherlands, truck platooning is defined by a distance of 0,3 seconds between vehicles, so strictly speaking, this event does not constitute platooning; nonetheless, it shows the complicated behavior of the structure of a bridge, which can be monitored using modern technological solutions.

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ISWIM Vendors

APM	www.apm.pl
Axtec	www.axtec.co.uk
Betamont	www.betamont.sk
CAMEA	www.cameatechnology.com
Captels	www.pesage-captels.com
Cestel	www.cestel.eu
Ciemsa	www.ciemsa.com.uy
Cross	www.cross.cz
Dynaweigh	www.dynaweigh.com
Excel Technology	www.exceltech.com.au
FardEU	www.fardeu.com
GEC Scales	www.gecscales.com
Girwim	www.girwim.com
Intercomp	www.intercompcompany.com
IRD / PAT Traffic	www.irdinc.com
iWIM	www.iwim.it
Kistler	www.kistler.com
Mikros	www.mikros.co.za
Osmos Group	www.osmos-group.com
Q-free	www.q-free.com/products
Sterela	www.sterela.fr
TDS	www.traffic-data-systems.net
Tramanco	www.tramanco.com.au
VanJee Technology	www.vanjee.net

Interested to join the ISWIM Vendors, just contact:

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New York City sets a National Benchmark with Kistler's WIM Technology

Bridges are critical to infrastructure but face durability challenges from overweight trucks. Over 250,000 U.S. bridges are over 50 years old, with 150,000 deemed deficient or obsolete. Modern solutions like Kistler's WIM and Structural Health Monitoring (SHM) help address these issues.

Kistler's WIM systems use piezoelectric sensors to provide precise, maintenance-free data on vehicle weights at speeds up to 120 km/h. On the Brooklyn Queens Expressway (BQE) in New York—while not a bridge but a vital part of the city's infrastructure—WIM technology powers the nation's first automated direct enforcement program. This innovation helps reduce stress on structures and enables proactive maintenance planning.

Kistler WIM system at the Brooklyn Queens Expressway in New York

SHM enhances this approach by monitoring bridge vibrations and deflection in real time using accelerometers and strain gauges. Kistler's sensors deliver high sensitivity, wide frequency ranges, and excellent temperature stability, enabling accurate assessment of structural health and lifespan.

Looking ahead, integrating WIM and SHM with AI and third-party technology will provide detailed insights into traffic patterns, improve enforcement, and enhance road safety. Future innovations, like AI-supported cameras, could trace overweight vehicles and manage traffic more effectively, ensuring safer and longer-lasting infrastructure.

Learn more about the Brooklyn Queens Expressway story: https://www.kistler.com/DE/en/bridge-protection-weigh-in-motion-and-structural-health-monitoring-combine-to-prevent-collapses/C00000758.

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ISWIM
International Society for Weigh in Motion

ISWIM Consultants

Corner Stone	www.corner-stone-int.com
FIMAU	www.FIMAU.com
NMi	www.nmi.nl
RTS GmbH	doupal@hispeed.ch
Static Motion	www. staticmotion.co.za

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■ **Hans van Loo** | hans.vanloo.int@gmail.com

ISWIM Guide for Users of WIM

The ISWIM Guide for Users of Weigh-In-Motion serves as a basic, yet comprehensive introduction to Weigh-In-Motion. This document covers different aspects related to the working, specification, purchase, installation, testing, operation and maintenance of WIM systems, and the application of the data they produce. To enhance accessibility for users starting with WIM, these topics are described in easy-to-understand language.

A PDF version of the WIM User Guide can be downloaded at the ISWIM website: www.is-wim.net.

■ **Hans van Loo** | hans.vanloo.int@gmail.com

Effective Use of WIM Direct Enforcement

WIM for Direct Enforcement (WDE) is already being used in some countries, while others are in the process of standardizing or discussing its implementation. Based on our global experience, it is important to note that a truly effective use of WDE in practice is not only about the most often addressed weighing accuracy, but also significantly about detecting, documenting and penalizing weighing avoidance.

For example, if drivers discover that there are gaps between the weighing sensors on the road, they deliberately drive between them, and the vehicle is not weighed correctly. This situation needs to be addressed by installing sensors without gaps across the full width of the road including the shoulder. This needs to be considered when selecting the sensor technology and during installation. Other problems include the fact that drivers of overloaded vehicles try to avoid weighing and therefore deliberately brake, accelerate, move from lane to lane or drive very slowly or close behind one another. As this behavior affects the weighing accuracy, it needs to be not only detected by a quality WDE system, where such measurements are flagged as non-valid, but also properly documented by a camera system and subsequently fined. Otherwise, WIM technology will not have such a positive impact on reducing the number of overloaded vehicles as expected.

WIM site with sensors covering the whole width of the road

WDE systems must therefore be designed, tested and operated in such a way that not only accuracy but also the detection and penalization of weighing avoidance is an integral part of the system. CAMEA offers a comprehensive WDE solution that includes experience in both its implementation and operation in a number of countries: CZ, AT, RU, UA, KE, ZA, BR, AR, OM and SA.

■ **Jan Fučík** | international@camea.cz

History of International Conferences on Weigh-In-Motion

So far 8 International Conferences on Weigh-In-Motion have been held and the 9th edition is scheduled for November next year in Brisbane, Australia. The conferences are:

ICWIM-1
Zurich, Switzerland
8-10 March 1995

ICWIM-2
Lisbon, Portugal
14-16 September 1998

ICWIM-3
Orlando, Florida, USA
13-15 May 2002

ICWIM-4
Taipei, Taiwan, ROC
20-23 February 2005

ICWIM-5
Paris, France
19-22 May 2008

ICWIM-6
Dallas, Texas, USA
4-7 June 2012

ICWIM-7
Foz do Iguaçu, Brazil
7-10 November 2016

ICWIM-8
Prague, Czech Republic
19-23 May 2019

ICWIM-9
Brisbane, Australia
6-10 November 2023

ICWIM-10
Ljubljana, Slovenia
Spring 2027

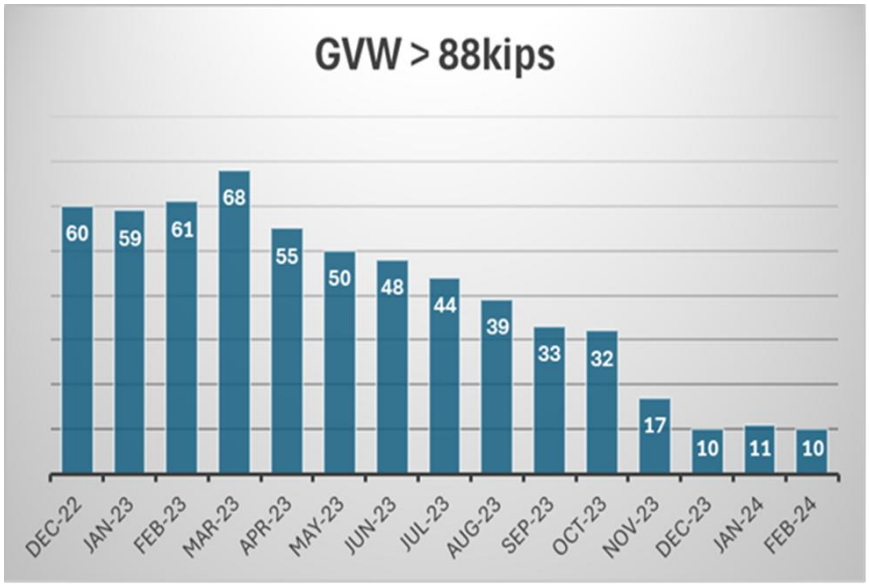
All papers of the past ICWIM's can be found at: www.is-wim.net/library/

For questions, please contact:

■ **Hans van Loo** | hans.vanloo.int@gmail.com

Experiences with WIM for Direct Weight Enforcement in New York City

WIM systems have been developed and researched for decades, but their broader adoption to address weight limits and safety concerns has been slow. This is partly due to a disconnect between technology developers, researchers, enforcement agencies, and infrastructure managers, with no common platform to align their perspectives. As a result, understanding the gaps that hinder wider adoption has been slower than expected. Another challenge is the lack of a cohesive narrative that connects these perspectives to a common, actionable goal. Enforcement actions and code updates involve not just engineering challenges but also policy, budgets, and legislative agendas.



Developments in number of overloaded vehicles

The BQE project in NYC provided a setting to build such a narrative, bringing together diverse viewpoints to align on a shared objective to extend the service life of the structure. Its successful implementation serves as an example for technology adoption through collaboration and focused action. The first-in-nation direct enforcement has resulted in a significant impact on the number of overweight trucks on the targeted portion of the BQE as the chart above indicates. More details on the BQE project in New York City were provided in the presentations during the recent ANTT and CVSA Webinars.

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