



# ISWIM NEWSLETTER

## Message from the ISWIM president

Dear Readers,

Knowing the mass of a vehicle's axle groups and gross vehicle mass is a foundational requirement for the productive and safe use of our road networks and associated transport fleets.

Our road networks and transport fleets are designed to accommodate mass, are actively loaded, and are subsequently maintained and rehabilitated with knowledge of history of mass loadings and their expected future.

Thus, it is not unexpected that being able to determine mass in an in situ (high speed) environment becomes very sought after by both administrators of road networks and their users.

The International Society for Weigh-In-Motion brings together the key players in this environment, administrators, users, researchers and vendors and provides the opportunity for all other stakeholders to share in the discussion associated with not only using, but better understanding the use of this critical piece of information, namely mass.

The Newsletter is the first international outreach of this type by ISWIM and it complements the existing work program and communication strategy. I invite all practitioners and all members of ISWIM to actively participate in ISWIM and share this Newsletter with others so they too can understand the work of our society but also the benefit and the importance of knowing the mass of a vehicle.

I thank my fellow Board Directors for their co-operation and support and wish all the best to the ISWIM membership.

Yours sincerely,

Chris Koniditsiotis  
President – ISWIM

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## New ISWIM promotions team

The ISWIM has reviewed the results from the membership survey and comments received during the past ICWIM-8 conference and has set up a promotions team to address the issues and concerns that have been raised. This team has been meeting on a monthly basis since the end of November 2016. It has identified the weak areas and has devised an action plan to correct these areas. The team has, as a result of ISWIM members' views, produced a number of promotional materials. The PowerPoint presentation showcases the advantages of WIM systems and vendors' applications. The promotional brochure has been lists the applications and advantages of WIM and has also been published in poster version. The team has also generated a list of conferences and exhibitions over the next few years where we aim to raise the presence of the society with special interest sessions, posters etc. These are listed on the last page of this newsletter. All promotional material will be made available through the ISWIM website. For any comments or suggestions feel free to contact the team through ISWIM website or at [andrew.lees@q-free.com](mailto:andrew.lees@q-free.com).

■ **Andy Lees** | [andrew.lees@q-free.com](mailto:andrew.lees@q-free.com)

## Results from the membership survey

After the last ISWIM conference and the election of the new board, it was decided to canvass the views of the membership after a number of negative comments received during the conference. A questionnaire was circulated to all members for their views. This questionnaire was wide ranging from the type of member, length of membership, views on ISWIM and its effectiveness through to the website. 74 members kindly responded with just over half of those being from the research/academic background.

A large number of comments we received stressed that the society is too academically based and needs to reach out more with examples and experiences gained from end-users. Another area of contention was that the website is not dynamic enough and needs to be updated on a more regular basis. As for ISWIM's profile and global presence, it was concerning that it needs to do more in North America and is not really heard of. This is despite it having a regular input into the TRB WIM sub-committee ABJ35(2). It was also felt that ISWIM does not advertise its presence enough. Final point was the overwhelming call from the respondents to set up links or partnerships with other like-minded organizations.

■ **Andy Lees** | [andrew.lees@q-free.com](mailto:andrew.lees@q-free.com)

## Argentina weigh-in-motion technical requirements on its way

The National Institute of Industrial Technology (INTI) and the National Highways Department (DNV) are working together to write the technical requirements for weigh-in-motion systems. INTI is the Argentine national metrology agency and has ample experience in type approval of static non automatic weighing scales, and many other metrological devices subject to legal technical requirements. Furthermore, INTI has experience in the development of weigh-in-motion systems for statistical purposes.

## Southern African Transport Conference

The ISWIM was represented at the 36<sup>th</sup> Southern African Transport Conference held from July 10 to 13, 2017, at the Council for Scientific and Industrial Research's Convention Centre in Pretoria, South Africa, by means of a banner and brochure display on the Mikros Systems (Syn-tell) stand. The SATC is Southern Africa's premier transport conference. This year over 700 transport professionals attended the four day event.

For more information on the SATC: <http://www.satc.org.za/index.html>.

■ **Rob Sik** | [rob@mikros.co.za](mailto:rob@mikros.co.za)



Last year INTI and the Toll Highway Licenses Control Agency (OCCOVI) started a joint project to assess the performance of WIM systems at tollbooths. Tests were carried out in accordance to OIML 134 and that experience was used to write the first draft of technical requirements. These requirements were developed inspired by the experience of countries like Brazil, Uruguay and Chile from South America and the Czech Republic and The Netherlands from Europe. The proposed draft sets the basis for legal approval of WIM systems to be used in toll by weight regulation and control in Argentina. The requirements will soon be open to public opinion before the Secretary of Commerce approval to be incorporated to the Argentine legislation.

■ **Javier Alejandro Jorge** | [jjorge@inti.gov.ar](mailto:jjorge@inti.gov.ar)

## Kistler sensors in legal weight enforcement projects in Europe

High speed WIM systems have traditionally served as a pre-selection tool for the identification of vehicles that violate weight limits. In recent years the WIM systems are used more and more for the direct penalization of overloaded vehicles. Several countries in Europe are in the process of constructing direct enforcement sites or are revising regulations in order to provide a legal framework for such operations. The vast majority of these systems – provided by different system integrators – use Kistler quartz sensors for data acquisition. Why Kistler Linesas? There was always a requirement for quality weight data the enforcement agencies can rely on. This need for quality, reliability and long operation time in daily traffic has been increasing.



Kistler not only delivers WIM technology and sensors tested and certified by independent certification bodies but also provides a proven track record and field experience of thousands of installations worldwide. Kistler quartz sensors Linesas became key data acquisition component in all most important direct enforcement

project that have been put into operation or will be launched in Europe in 2016-2017, specifically in Czech Republic, Hungary and Russia.

■ **Tomas Pospisek** | [Tomas.Pospisek@kistler.com](mailto:Tomas.Pospisek@kistler.com)

## ITS World Congress

From October 29 to November 2, 2017, the annual Intelligent Transport System (ITS) World Congress will be held in Montreal, Canada. During the congress ISWIM organises a Special Interest session on the implementation of Weigh-In-Motion systems for direct weight enforcement. The session is scheduled for Tuesday, October 31, from 9:45 to 11:15, in Room 513 ABC. For more information on the conference go to: [www.itsworldcongress2017.org](http://www.itsworldcongress2017.org).

Recent developments in WIM sensor and system technology, a new international standard on WIM and experiences with a number of pilot implementations have brought the future a step closer. This session will present the status quo in the area of WIM for direct enforcement, what are the ongoing develop-

## Call for abstracts

In 2018 there will be two conferences that are closely related to ISWIM. NATMEC and HVTT cover topics that include or are associated to the development and application of WIM sensors and systems. Historically, these events have seen the participation of a good number of ISWIM members and both have been organized together with International Conference on WIM. The National Travel Monitoring Exposition and Conference (NATMEC) will be held from June 10 to 13, 2018 in Irvine, California, USA, more information can be found at [www.natmec.org](http://www.natmec.org). The 15<sup>th</sup> International Symposium on Heavy Vehicle Transport Technology (HVTT15) will be held from October 2 to 5, 2018, in Rotterdam, The Netherlands. More information is available at [www.road-transport-technology.org](http://www.road-transport-technology.org). Both conferences have recently published their call for abstracts; we encourage you to submit abstracts for WIM related papers at the websites mentioned before.

■ **Aleš Žnidarič** | [ales.znidaric@zag.si](mailto:ales.znidaric@zag.si)



ments in market and what is needed for the future. It will focus on what steps should be considered for a successful implementation of WIM for direct weight enforcement. It will look at the different aspects involved, such as legal acceptance of the measurements, system testing and certification and guarantee of system performance during operation, and will show the practical experience from actual implementation projects around the world. Finally, it will investigate the possibilities to use the same type of WIM systems for other advanced applications like high speed, free flow tolling by weight.

■ **Hans van Loo** | [hans.vanloo.int@gmail.com](mailto:hans.vanloo.int@gmail.com)

## ITS World Congress 2017, Montreal, Canada

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This session will present the status quo in the area of WIM for direct enforcement, what are the ongoing developments in market and what is needed for the future. It will focus on what steps should be considered for a successful implementation of WIM for direct weight enforcement. It will look at the different aspects involved, like legal acceptance of the measurements, system testing and certification and the guarantee of system performance during operation, and will show the practical experience from actual implementation projects around the world. Finally, it will investigate possibilities to use the same type of WIM systems for other advanced applications like high speed, free flow tolling by weight.

■ **Hans van Loo** | [hans.vanloo.int@gmail.com](mailto:hans.vanloo.int@gmail.com)

## Comming events

### ITS World Congress

Montreal, Canada

Oct. 29-Nov 2, 2017

[www.itsworldcongress2017.org](http://www.itsworldcongress2017.org)

### Gulf Traffic

Dubai, UAE

Dec. 4-6, 2017

[www.gulftraffic.com](http://www.gulftraffic.com)

### 97<sup>th</sup> Transportation Research Board

Washington DC, USA

Jan 7-11, 2018

[www.trb.org](http://www.trb.org)

### Intertraffic Amsterdam

the Netherlands

Mar. 20-23, 2018

[www.intertraffic.com](http://www.intertraffic.com)

### 7<sup>th</sup> Transport Research Arena

Vienna, Austria

Apr. 16-19, 2018

[www.traconference.eu](http://www.traconference.eu)

### National Travel Monitoring Exposition and Conference

Irvine, CA, USA

Jun. 10-13, 2018

[www.natmec.org](http://www.natmec.org)

### ITS Europe

Copenhagen, Denmark

Sep. 17-21 2018

[www.itsineurope.com](http://www.itsineurope.com)

### International Forum for Road Transport Technology

Rotterdam, the Netherlands

Oct. 2-5, 2018

[www.road-transport-technology.org](http://www.road-transport-technology.org)

### South African Road Federation SARF

Durban, South Africa

Oct. 9-11, 2018

[www.sarf.org.za](http://www.sarf.org.za)

### International Society of WIM

Prague, Czech Republic

May 2019

[www.is-wim.org](http://www.is-wim.org)

### 26<sup>th</sup> World Road Congress

Abu Dhabi, UAE

Oct. 6-10, 2019

[www.piarc.org](http://www.piarc.org)

■ **Hans van Loo** | [hans.vanloo.int@gmail.com](mailto:hans.vanloo.int@gmail.com)