



**Conférence Européenne
des Directeurs des Routes**

**Conference of European
Directors of Roads**

The EU Road Owners perspective on overloading

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Road owners view?



CEDR - the leaders of the NRAs



Gratuitous bridge photo



Aim of presentation

- Aim to encourage debate about the impact **and control of 'inappropriate' loading for the infrastructure condition.**
- Inappropriate loading or overloading is defined according to EU and local rules.
- It is a problem and we need to work **together on the answers ... but first we** have decide what the questions are.

Some of the NRA challenges

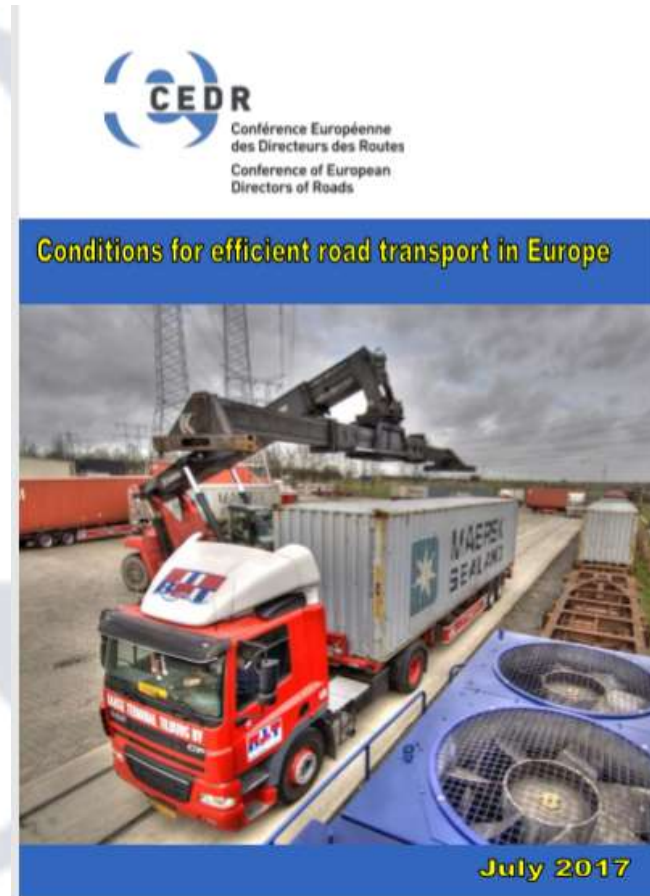
- Road safety
- Maintenance
- Environment
- Congestion and Multimodality
- Connected and automated driving
- Digitilisation

- **All of the above together.....!**

Output of WG Heavy vehicles

“The maximum weights of heavy vehicles appears to be a very sensitive issue, not only politically but also, as expected, technically.”

- Wide variety of experiences of overloading
- **Also a variety of ‘definitions’**
- Effective regimes for weight checks are an important factor in preventing damage to the road infrastructure. On-board systems could provide an advantage to road-**owners**....



1. Collaboration

- Multimodal, public-private etc

2. Digitalization and data

- NRA access to vehicle data
- Sector data and models

3. New technologies and infrastructure

- New vehicle types
- Smart Infrastructure Access Policies (SIAP) and performance-based standards (PBS).



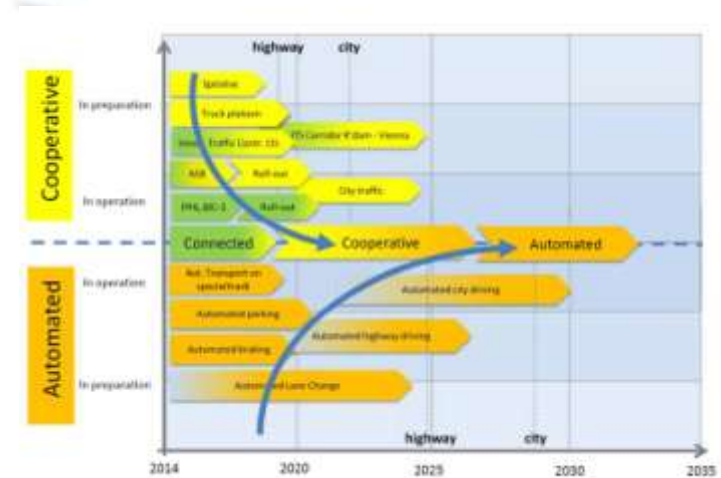
Overloading is not one thing



Questions from my group

- What is overloading? Difference between overloading on the axles and overloading on the gross weight of the vehicle? Overloading is not the same as abnormal loads or High Capacity Vehicles.
- Why are trucks overloaded? The extent to which overloading is profitable? In which transport markets the risk of overloading is the highest (containers, bulk)?
- Why are overloaded trucks more damaging for the infrastructure than not-overloaded trucks? From a technical point of view. Make a difference between road assets.
- What share of the maintenance costs is on account of road freight transport? From a financial point of view. One third of the maintenance costs is related to the use. This is largely on the account of trucks.
- What is the scale off overloading in Europe? It is a worldwide problem. Actual data from the different countries.
- Side effects on traffic safety and the traffic flow? Vehicle dynamics. More road works due to faster deterioration of road assets.
- How to invest wisely? Maintenance costs of WIM-systems? What is the future of WIM? How is it related to On board weighing?

- From cooperative ITS to connected automation
 - Demands to NRAs in very near future
 - Benefits – safety, efficiency, sustainability
- Major cultural change
 - cooperation with key stakeholders (e.g. vehicle manufacturers, telecom & IT industry)
 - new roles for the NRAs
- New challenges and opportunities
 - legal issues, data security, road safety, road damage and traffic management.
 - Opportunities to better protect infrastructure but also risk of greater damage.



Automation – less or more rutting?



Expand our management toolkit

- **There is no 'one size fits all' but we need interoperability.**
- Various solutions for various conditions.
 - From enforcement to management?
- Need to understand which systems work, how they can be complementary.
- How we can utilise the appropriate new and existing technology – and the data.

A bright future or a dark one?



Thanks for your attention

- Any questions?
- Any answers?