ISWIM Weigh-In-Motion Workshop, Thursday 12 July 2018, 08:30 – 17:00

CSIR Convention Centre, Pretoria, South Africa

Notes.

As part of the 37th annual Southern African Transport Conference (SATC) the International Society for Weigh-In-Motion (ISWIM) has organized a Weigh-In-Motion Workshop on Thursday 12th 2018. The objective of this Weigh-In-Motion workshop was to offer an international overview of the latest developments in the applications of WIM technology to a southern African audience. The programme of the workshop consisted of a total of 12 presentations on the latest developments in the use of Weigh-In-Motion systems by key note speakers from South Africa and around the world mixed with presentations on concrete examples of successful implementations of WIM systems by a number of ISWIM vendors. The workshop had more than 50 participants mainly from South Africa and from other southern African countries. The topics of the presentation were:

1. The workshop started with a presentation by Louw Kannemeyer the Engineering Executive of SANRAL, South Africa on the "Use of WIM in Southern Africa, Current and Future". The future included the development of new TMH Standards, the use of Tyre Contact Stress measurements and plans for direct weight enforcement.
2. Second Hans van Loo from Corner Stone International, Switzerland presented on behalf of the ISWIM a global overview of the "Applications & Developments of WIM systems" showing current applications of WIM from ISWIM vendors combined with the developments in the application of WIM that can be seen in several countries around the world.
3. Clint Bower, manager of Intercomp Europe showed the applications and performance results of "South American Applications of Strain Gauge Based WIM" including the measurement accuracy that have been achieved by their WIM installations with different sensor configurations.
4. Mike Hellens, managing director at Mikros Traffic Monitoring, South Africa gave a presentation on the the application of WIM for weight enforcement in the N3 Corridor in Kwazulu Natal and "the integration of WIM with Speed over Distance" and adding value to high speed WIM with intelligent enforcement processes.
5. Gustavo Otto, Project Manager at Labtrans, Federal University of Santa Catharina, Brazil presented an overview of the "Applications and Developments of WIM in Brazil" including the use of WIM for traffic data collection, pre-selection and DNIT's (Brazil's DOT) plans for direct weight enforcement.
6. Stefan Daxberger, Solution Manager at Kapsch, Austria gave his views on "Commercial Vehicle Enforcement (CVE) as a solution for ITS enhancements" including an overview of the experiences with and results of various CVE projects in a number of countries and in particular several examples of the use of WIM for direct weight enforcement.
7. Next Hans van Loo gave the presentation for Cock Oosterman, head of Certification at NMi Certin, The Netherlands on the development and implementation of the new "NMi WIM standard" based on the combination Legal Acceptance, System Approval and Data Quality Management.
8. Gerhard de Wet, Managing Director at Static Motion, South Africa presented the "Calibration and Quality Management of WIM Data" in South Africa, describing the development, working, application and next steps in the development of the Truck-Tractor-Method.
9. Gavin Hill, General Manager Strategic Development at Transport Certification Australia presented the "Experiences with On-Board Mass (OBM) Monitoring in Australia" especially the use of OBM Systems to collect and transmit data through the Intelligent Access Program (IAP).
10. Rish Malhotra, Vice President International Business at International Road Dynamics, Canada showed the technology, applications and advantages of their new "Commercial Vehicle Screening for Anomalous Tires" and the integration in an Intelligent Maintenance Management Service.
11. Morris de Beer Principal Researcher at CSIR Built Environment, South Africa closed the workshop with his presentation on "Mechanistic Design Optimisation of Thin Asphalt Surfacing using measured non-uniform Tyre-Road contact and incorporating rectangular contact shapes and layer cross-anisotropy".