TCA Chief Executive Officer and President of the International Society for Weigh-In-Motion (ISWIM), Chris Koniditsiotis officially opened the WIM Forum, with over 70 delegates from Australia and overseas.

Attendees included road managers, policy makers, regulators, research bodies, transport operators, on-road WIM suppliers, On-Board Mass (OBM) system suppliers, and telematics providers.

The Forum explored:
- How mass information is being collected from a variety of in-road and in-vehicle systems
- The growing dependence on mass information for infrastructure design and management, maintenance and investment planning, and compliance management
- How WIM and OBM systems are being used to support productivity and safety reforms.

High-calibre speakers from the Department of Transport and Main Roads (Queensland), Roads and Maritime Services (New South Wales), VicRoads (Victoria), Austroads, the Australian Road Research Board (ARRB) and the National Transport Commission (NTC) delivered presentations to the Forum.

The WIM Forum reaffirmed the importance of accurate and reliable vehicle mass information to inform the design, management and use of transport infrastructure. Although the transport industry has been collecting mass data for many years, it is only now that we have the means to consistently measure mass with high levels of accuracy. This opens a whole new set of opportunities for stakeholders.
WIM Forum Outcomes

The WIM Forum recognised that the collection of mass information is now readily available through on-road and in-vehicle systems. In particular, the Forum highlighted:

- The importance of mass information was identified for both pavement and bridge design, management and use.
- The advantages of having mass information with a high level of assurance through the Intelligent Access Program (IAP) and OBM Systems - which has been recognised in an updated Australian Standard (AS) 5100.7:2017 (the national standard for assessing bridge infrastructure).
- How mass information can be utilised for transport and land use planning.
- How both on-road and in-vehicle systems can be used for compliance and enforcement - as demonstrated during the technical tour demonstration at the Port of Brisbane.
- The importance of, and challenges associated with, ensuring accurate and reliable mass information through proper installation, calibration and operation of on-road and in-vehicle systems.

The WIM Forum also acknowledged that WIM on-road and in-vehicle systems are complementary technologies, and when used together, can:

- Improve the collection of vehicle configuration and mass information – for use by multiple stakeholders, and for multiple uses.
- Further advance the lifecycle management of road infrastructure, by optimising the linkage between road use and infrastructure maintenance and investment.
- Improve the availability of data to influence the evidence-base to shape future approaches to pavement and bridge design methods.
- Enable heavy vehicle productivity and safety reforms that depend on the availability of accurate mass information.

HIGHLIGHTS

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- Improve the availability of data to influence the evidence-base to shape future approaches to pavement and bridge design methods.
- Enable heavy vehicle productivity and safety reforms that depend on the availability of accurate mass information.
Obtaining assurance through the accuracy and integrity of mass measurements presents new opportunities for all stakeholders.

Participants identified a number of opportunities to improve the use and availability of accurate mass information:

- Establish mechanisms to cross reference data collected from WIM on-road and in-vehicle systems to improve their collective accuracies and reliabilities.

- Demonstrate and test how the accuracy and integrity from WIM on-road and in-vehicle systems can be optimised, by comparing data readings and providing a more optimised calibration indicator.

- Explore the opportunities to use real-time connectivity between WIM on-road and in-vehicle systems, so that faults and malfunctions can be identified and rectified quickly.

- Establish a standardised approach to the collection of vehicle mass and configuration data, by building upon established practices (including the Telematics Data Dictionary).

- Consider the establishment of mechanisms to access and share vehicle mass and configuration data, across multiple stakeholders and users.

- Consider the development of appropriate safeguards and protections to enable the access and use of vehicle mass and configuration data (to provide confidence to all stakeholders that data is not used for undisclosed or unintended purposes).

- Demonstrate and test how reliable mass information can further optimise the design and operational maintenance of pavements.

- Develop case studies demonstrating how different users rely on the use of vehicle and mass configuration data which have high levels of accuracy and integrity.

- Promote the productivity opportunities available to enable future productivity reforms, by reducing bridge load factors based on the assurance obtained from certified telematics applications, namely the Intelligent Access Program (IAP) and On-Board Mass (OBM) – as per AS 5100.7:2017.

- Demonstrate and test how reliable mass information can be utilised to improve the transport and land planning and investment decision making processes.