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# Flemish Roads and Traffic Agency

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# Overview

## 1) Organisation

- 1. Flemish Government**
- 2. Department of Mobility and Public Works**
- 3. Agency for Roads and Traffic**

## 2) Freight transport

- 1. Traffic**
- 2. Measures**
- 3. Road Inspection**



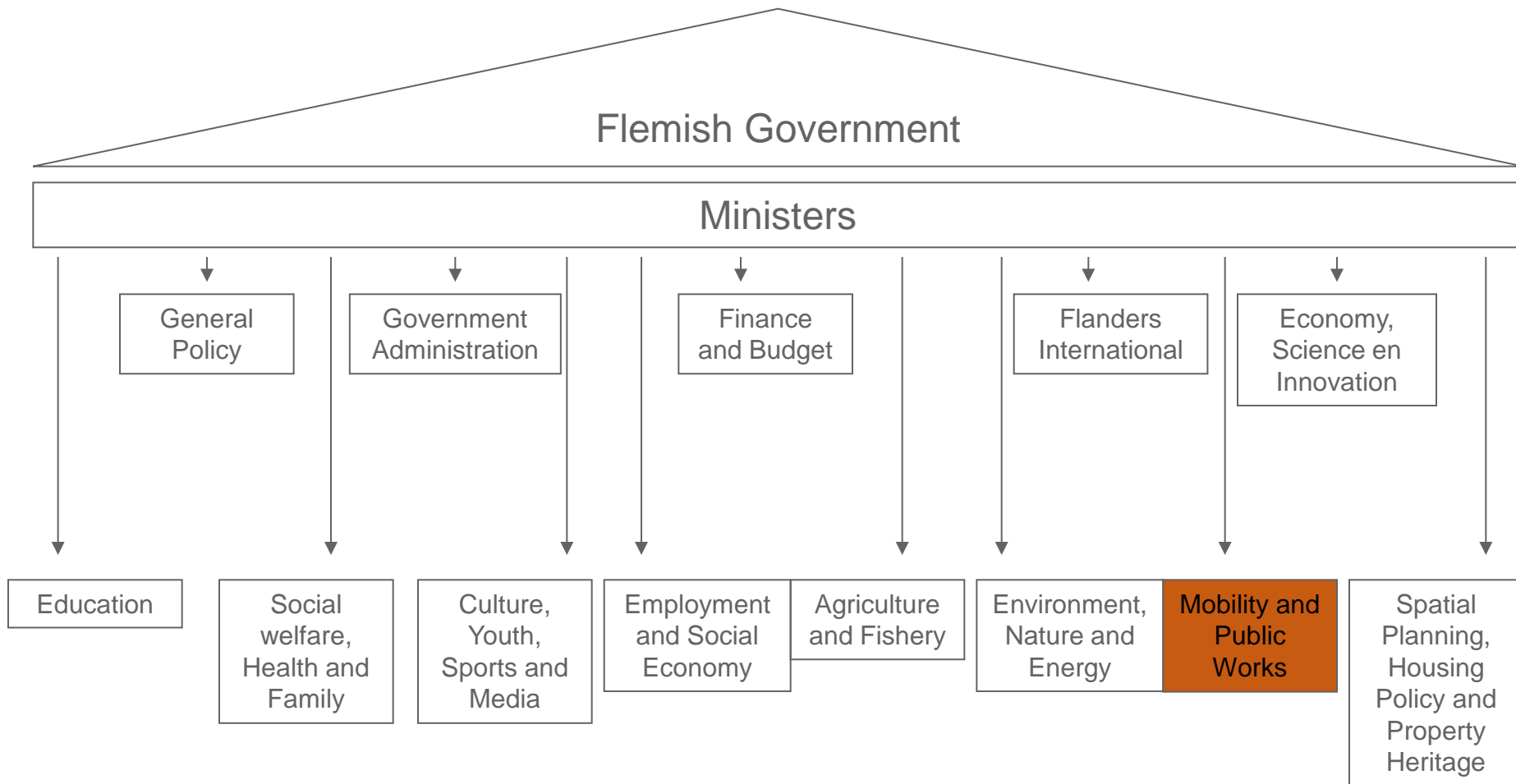
# 1. Flemish Government

## 13 Policy Areas



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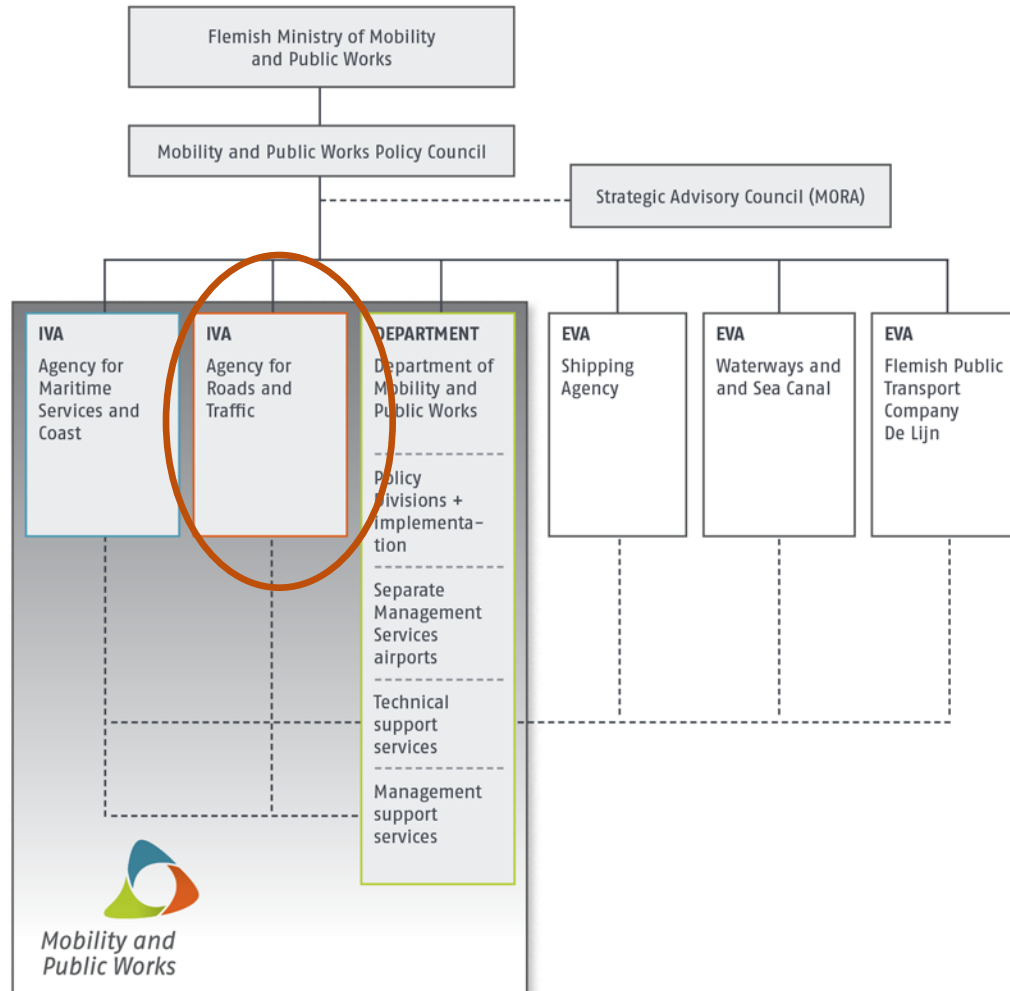
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# 2. Mobility and Public Works Policy Area – Organisation Chart



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### 3. Agency for Roads and Traffic



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**a) Structure**

**b) Tasks**

**c) Road network**

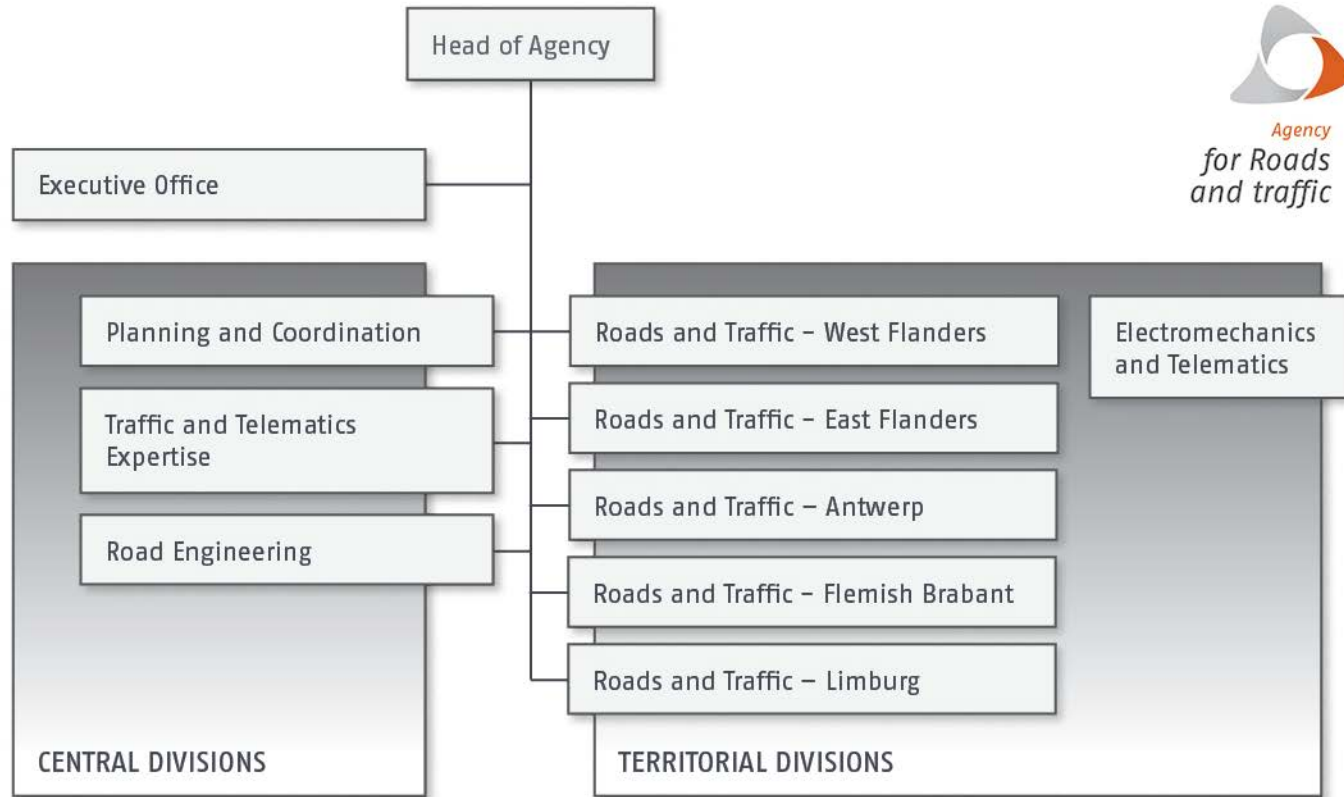
**d) Staff and budget**

# 3. Agency for Roads and Traffic

## a) Organisation chart



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Agency  
for Roads  
and traffic

### 3. Agency for Roads and Traffic

#### b) Tasks



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- Managing, maintaining and optimising the roads entrusted to it
- Organising smooth and safe road traffic
- Providing information and ensuring communication
- Supporting policy and decision making



### 3. Agency for Roads and Traffic

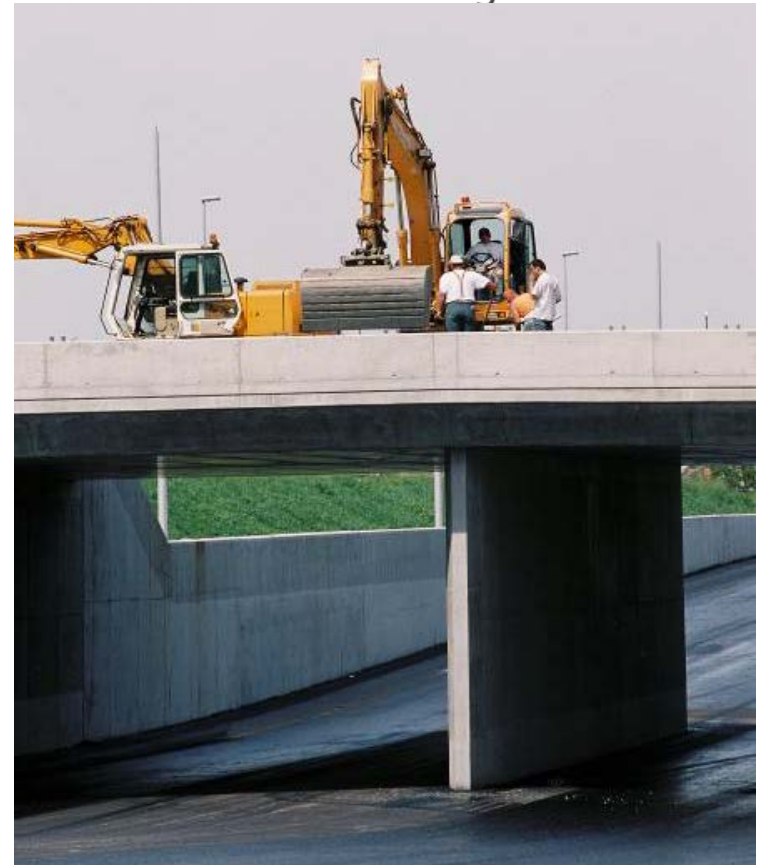
#### c) Road network



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Numbers of kilometres of roads managed by the Agency

Motorways	895 km
Exit roads	418 km
Region roads	5381 km
Ring roads	246 km
<b>Total</b>	<b>6.940 km</b>
Cycle paths	7.575 km







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### 3. Agency for Roads and Traffic

#### d) Staff and Budget

##### Budget

<b>Maintenance 2014</b>	<b>€169,661,600</b>
Roads	€118,968,000
Electrical and Elektromechanical Equipment	€50,693,000
<b>Investments 2014</b>	<b>€415,201,030.40</b>
Roads and engineering structures	€392,255,653.56
Subsidies to local authorities (school areas, cycle paths)	€3,102,376.84
Improvement of public transport flow	€17,729,000
Cargovil Fund	€2,114,000
<b>Total 2014</b>	<b>€584,862,630.4</b>

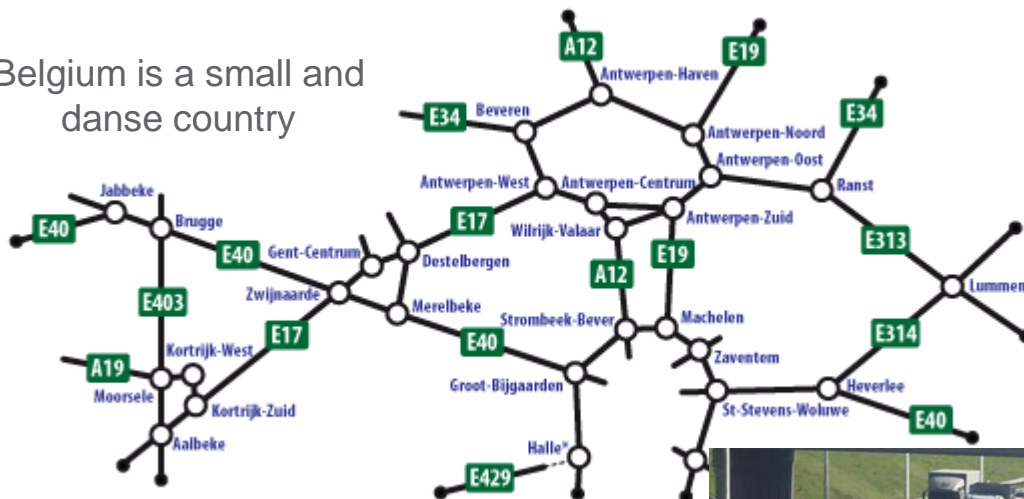


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## 2. The impact of freight transport

Belgium is a small and dense country



Belgium  
30.528 km<sup>2</sup>  
11,2milj. habitants

Lot of traffic and traffic jam





## 2. The impact of freight transport

### 1) Traffic

- a) **General numbers**
- b) **Accidents**
- c) **Truck vs. cars**

### 2) Measures:

- a) **Infrastructure**
- b) **Technology**
- c) **Kilometre-based charge/toll for freight transport**

### 3) Road inspection

- a) **Axle load decree**
- b) **ADR**
- c) **Supertrucks**





## 2.1 Traffic

### a) General numbers



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<p>In je wagen of door je voorruit?</p>  <p><b>GO FOR ZERO</b> SAMEN NAAR 0 VERKEERSDODEN</p>	<p>Achter het stuur of aan de toog?</p>  <p><b>GO FOR ZERO</b> SAMEN NAAR 0 VERKEERSDODEN</p>
<p>Rijbaan of circuit?</p>  <p><b>GO FOR ZERO</b> SAMEN NAAR 0 VERKEERSDODEN</p>	<p>Aan het stuur of aan de lijn?</p>  <p><b>GO FOR ZERO</b> SAMEN NAAR 0 VERKEERSDODEN</p>

## 2.1 Traffic

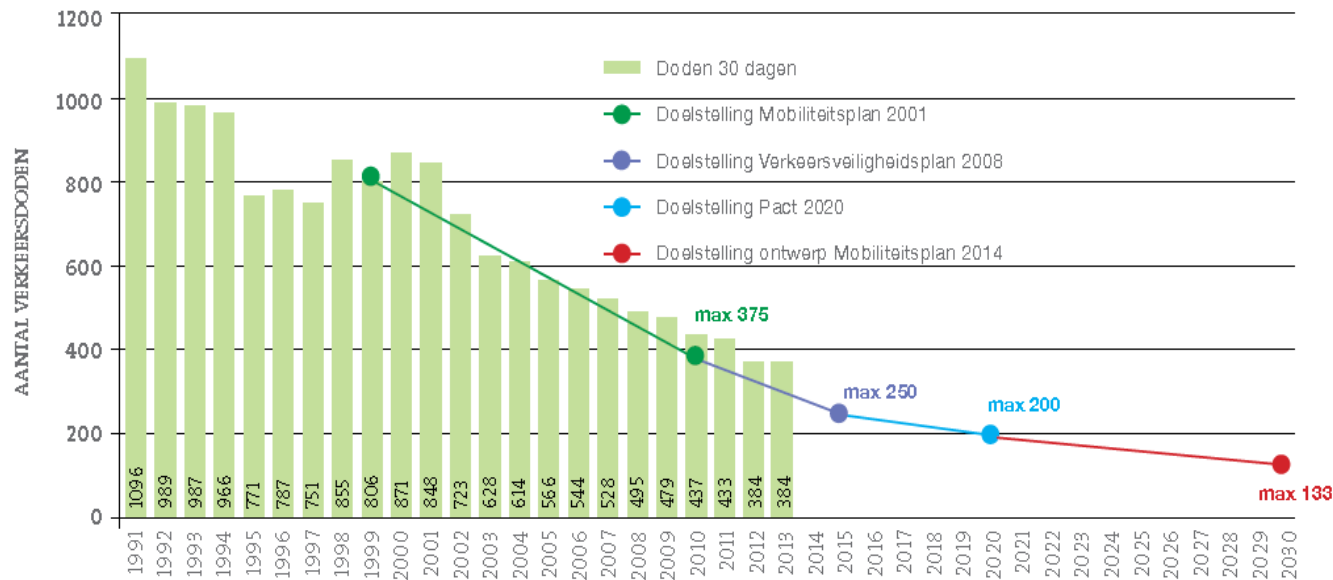
### a) General numbers



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### Evolution of accidents with deadly consequences in the Flemish Region (1991-2013)

Evolutie van het aantal verkeersdoden (Vlaams Gewest, 1991-2013)



Bron: FOD Economie AD Statistiek / Infografie: IMOB en BIVV

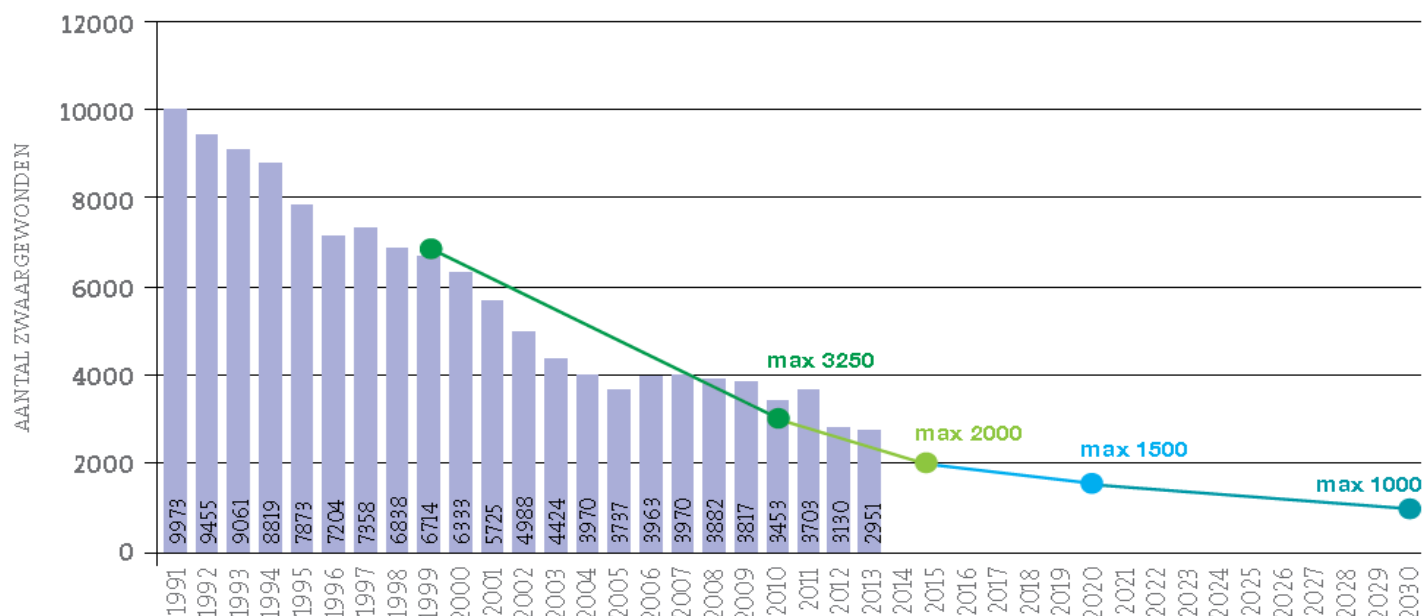


## 2.1 Traffic

### a) General numbers

#### Evolution of accidents with heavily injured in Flemish Region (1991-2013)

Evolutie van het aantal zwaargewonden (Vlaams Gewest, 1991-2013)



Bron: FOD Economie AD Statistiek / Infografie: IMOB en BIVV

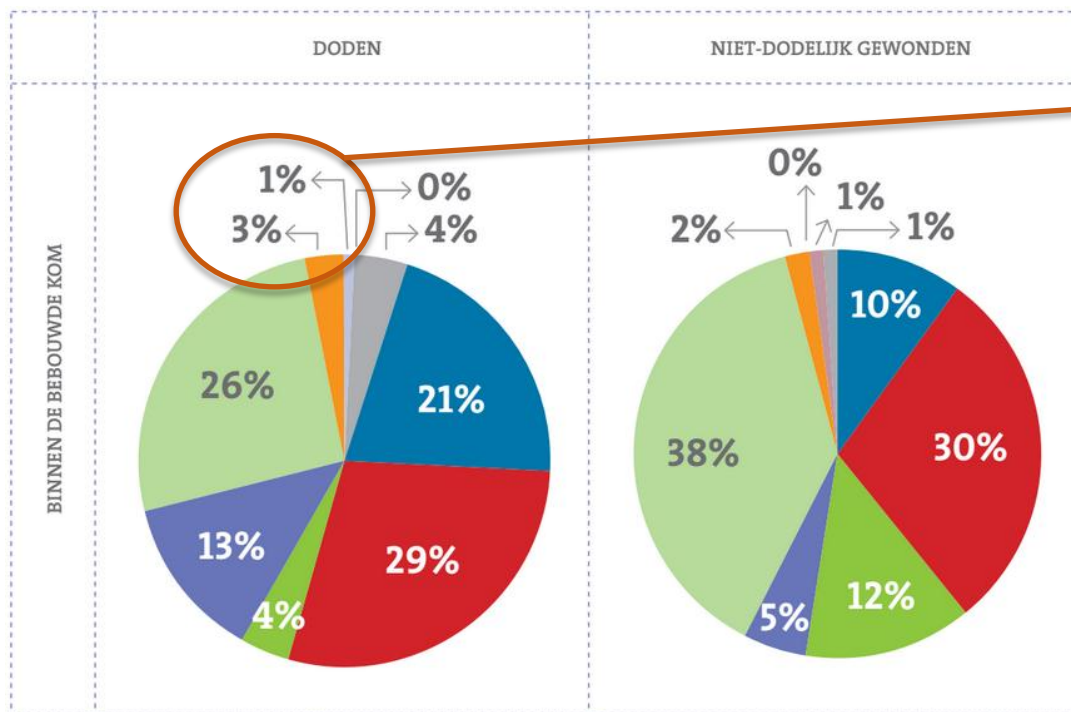
- Zwaargewonden
- Doelstelling Mobiliteitsplan 2001
- Doelstelling Verkeersveiligheidsplan 2008
- Doelstelling Pact 2020
- Doelstelling ontwerp Mobiliteitsplan 2014



## 2.1 Traffic

### b) Accidents – road users

Partition of deadly and non-deadly injured per type of road user within the urban area (2013)



Relatively few trucks, about **4%**, are involved in accidents with deadly consequences within urban area.

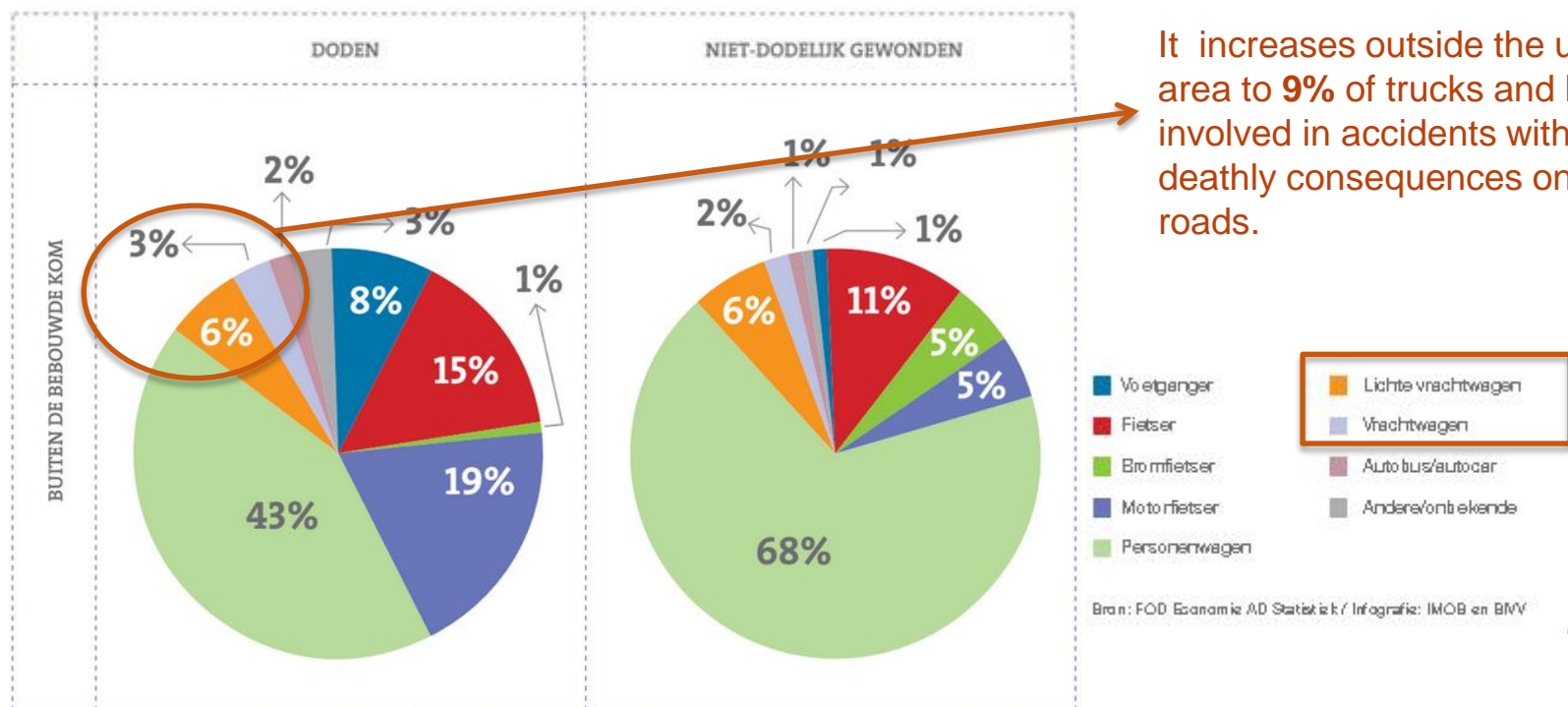




## 2.1. Traffic

### b) Accidents – road users

Partition of deadly and non-deadly injured per type of road user outside of the urban area (2013)





# 2.1. Traffic

## c) Truck vs. Cars



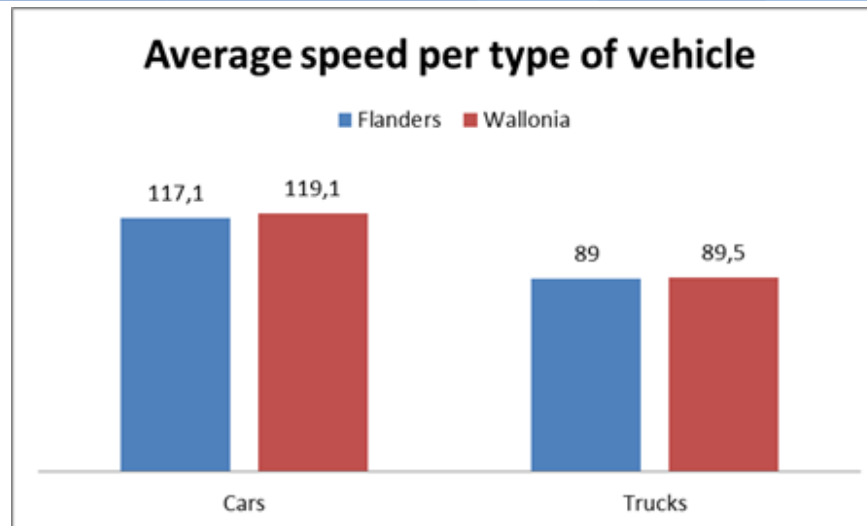
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Type of road use	Pedestrian	Bicycle	Moped	Motorcycle	Car	Lorry (light)	Truck	Bus/Coach	Other/Unknown	Total
Bicycle		194	388							582
Moped		96	176	24						296
Motorcycle		21	70	16	21					128
Car		1109	3493	1570	913	5478				12563
Lorry (light)		94	334	148	75	996	85			1732
Truck		31	141	44	26	699	109	94		1144
Bus/Coach		49	48	11	2	134	18	11	4	277
Other/Unknown		60	67	21	18	278	26	13	4	505
Obstacle		0	258	127	140	2588	208	89	4	3447
Total		1654	4975	1961	1195	10173	446	207	12	51

1/ Fewer trucks are involved in accidents

2/ Their average speed is lower than cars



Risk that collision will have deadly consequences is **3 times as high** for the 'opposite party'

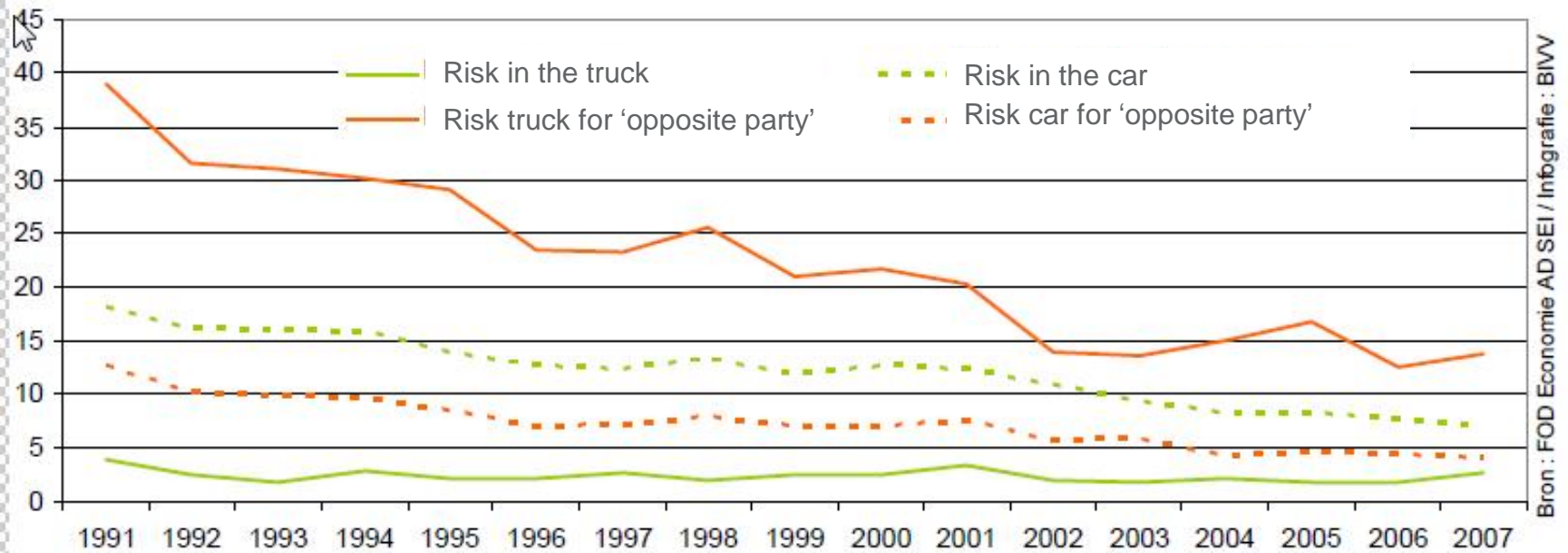
## 2.1. Traffic

### c) Trucks vs. cars



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Risk\* in the truck or car and for the 'opposite party'



Bron : FOD Economie AD SEI / Infografie : BIW

\* Risk accidents with deathly consequences within 30 days for a miljard vehical km

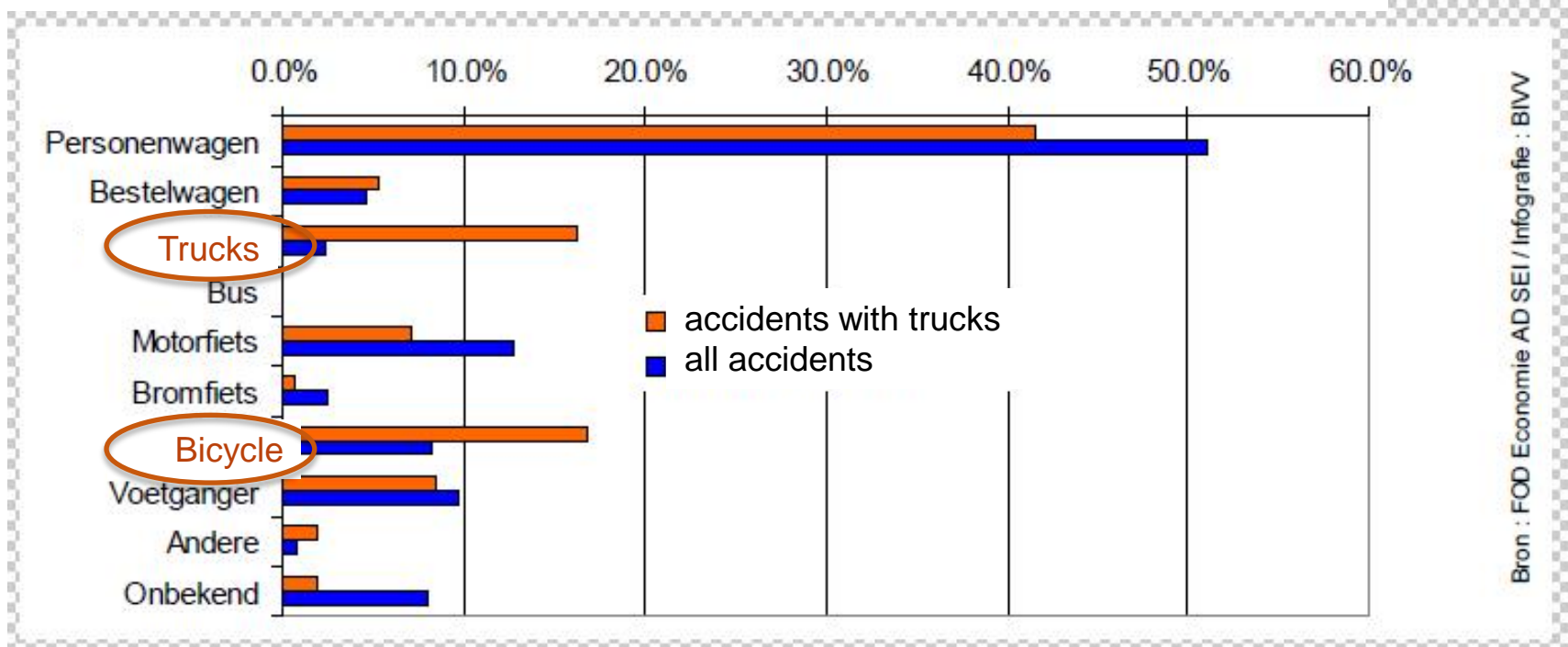
## 2.1 Traffic

### c) Trucks vs. cars



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Death victims in accidents with trucks and all accidents





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## 2.2 Measures

- a) Infrastructure
- b) Technology
- c) Kilometre-based charge



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## 2.2 Measures

### • a) Infrastructure

#### Some specific measures

- Separation of on-going and local traffic e.g. R0



- To avoid sudden change-overs
- Divide the available lanes as efficient as possible when it comes to both capacity and safety

Belgium = dense country

→ a lot of entrances and exits on the high ways  
=> dangerous



## 2.2 Measures

### • a) Infrastructure

- Structural maintenance of the infrastructure



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## 2.2 Measures

### • a) Infrastructure

- Optimizing traffic safety:

Elimination of 809 Accident Black Spots – save design

- **Overview**

- 809 spots in total
- 71 spots: design complete
- 37 spots: under construction
- 689 spots: executed!!!

- **Budget**

Until now : €1.012M





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## 2.2 Measures

### • a) Infrastructure

- Save speed limits: school environment and other roads

### **Dynamic speed signs**

Save school environment



Speed high ways







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## 2.2 Measures

### • a) Infrastructure

- Road works: adapted work 'space' for the road worker to ensure safety of our employees

**Depending on disposable lane width**

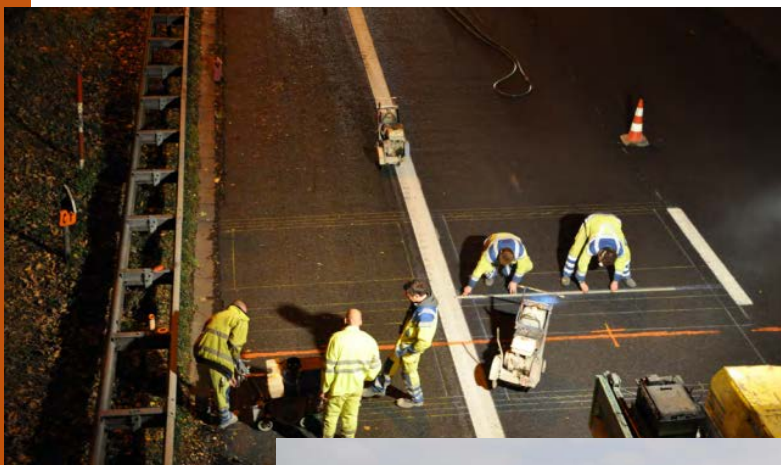




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## 2.2 Measures b) Technology

- Dynamic Traffic Management



## 2.2 Measures

### • a) Infrastructure

- **Vulnerable road users:** special attention for constructions of pedestrian - cycle – equestrian paths (**separate location** – shields -...)



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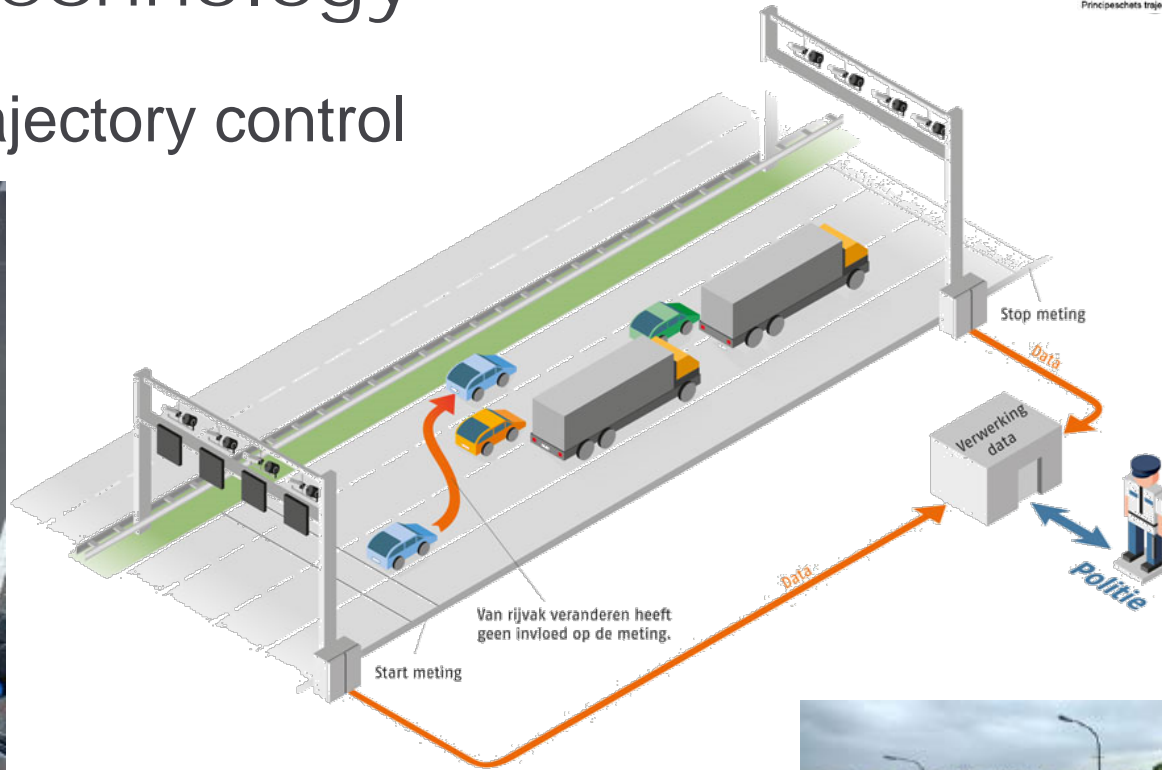
# 2.2 Measures

## b) Technology

- Trajectory control



ANPR- camera





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## 2.2 Measures

### b) Technology

- Traffic jam detection and security measures

- **Fixed locations**



- **Structural research of appropriate use for large road projects**

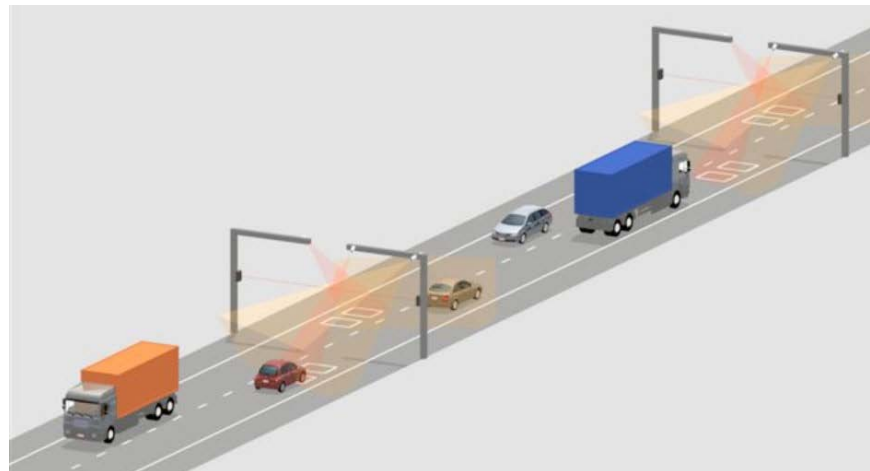


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## 2.2 Measures

### b) Technology

- Pilot project: Electronic Truck Lock/Sluice Rieme – digital truck lock installation
  - **Goal: to fend off freight transport in traffic flow of village cores without compromising the accessibility of the harbour area**





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## 2.2 Measures

### b) Technology

- Pilot project: Electronic Truck Lock/Sluice Rieme – digital truck lock installation



### Results:

Decrease of violations since using the system:

- **Before lock:** more than 700 each day
- **During test period:** average of 15 /day
- **Repression period:** average of 8 / day



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## 2.2 Measures

### c) Kilometre-based charge

- Cooperation agreement between Flemish, Walloon and Brussels government: interregional entity Viapass
- Introduction in April 2016
- For freight transport with maximum permissible weight of more than 3.5 tons
- Based on satellite technology, allowing registry and charging by the kilometre



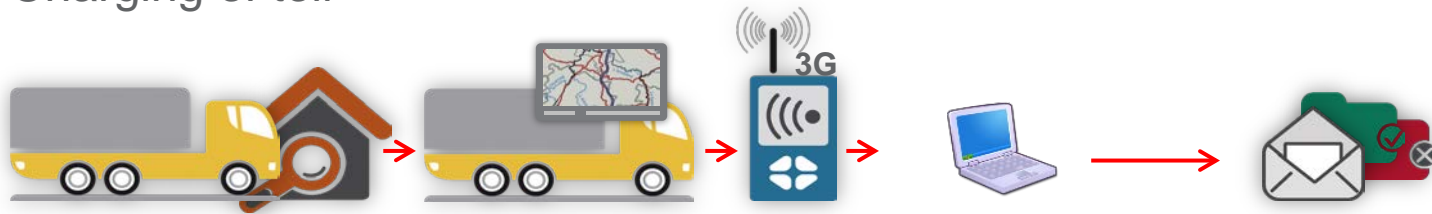


## 2.2 Measures

### c) Kilometre-based charge

- EETS standards of EU
- On-Board Unit (OBU)

Charging of toll



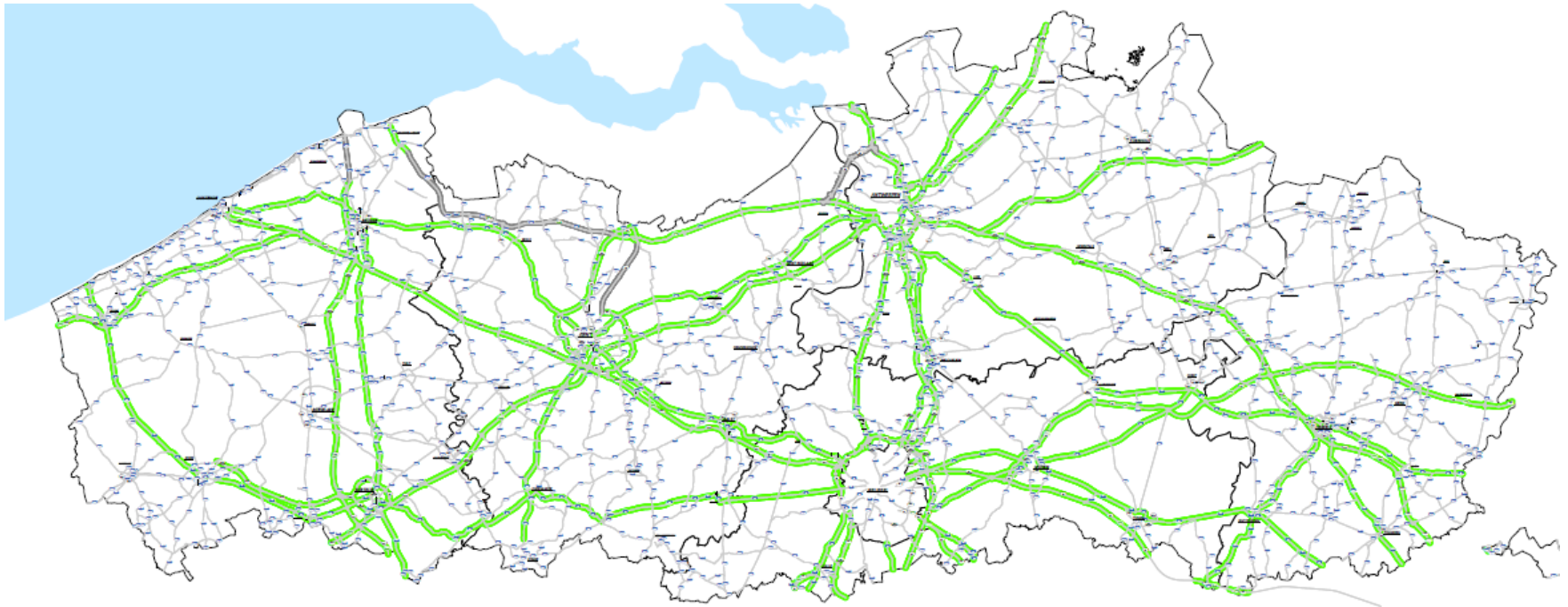
- Tolls collected reinvested in improvements to the road infrastructure and Belgium's mobility in general.
- Goal = better flow of freight transport

## 2.2 Measures

### c) Kilometre-based charge



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#### Legende

##### Eurovignet

— Wegen Eurovignet (KB 1997) en kilometerheffing (Tarief >0)

— Wegen Eurovignet vrijgesteld van kilometerheffing

## 2.2 Measures

### c) Kilometre-based charge



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Rates km charges for trucks in Belgium  
from 1/04/2016

	3,5-12ton	12-32ton	>32 ton
<i>Euronorm 0</i>	0,146 €	0,196 €	0,20 €
<i>Euronorm 1</i>	0,146 €	0,196 €	0,20 €
<i>Euronorm 2</i>	0,146 €	0,196 €	0,20 €
<i>Euronorm 3</i>	0,126 €	0,176 €	0,18 €
<i>Euronorm 4</i>	0,095 €	0,145 €	0,14,9€
<i>Euronorm 5</i>	0,074 €	0,124 €	0,128 €
<i>Euronorm 6</i>	0,074 €	0,124 €	0,128 €

### KILOMETERHEFFING

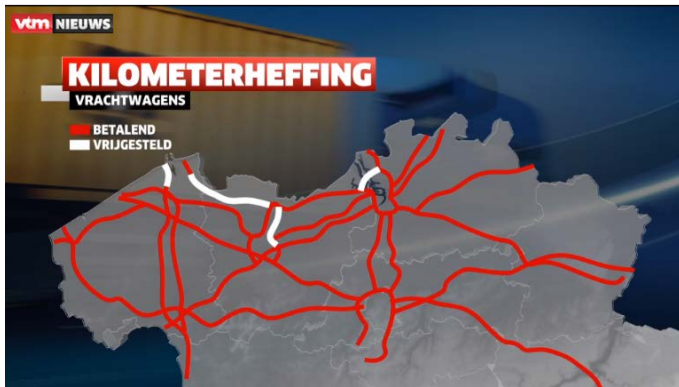


## 2.2 Measures

### c) Kilometre-based charge



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Traffic jam  
→ cost  
manhours  
truck driver



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## 2.3 Road inspection

**Why?**

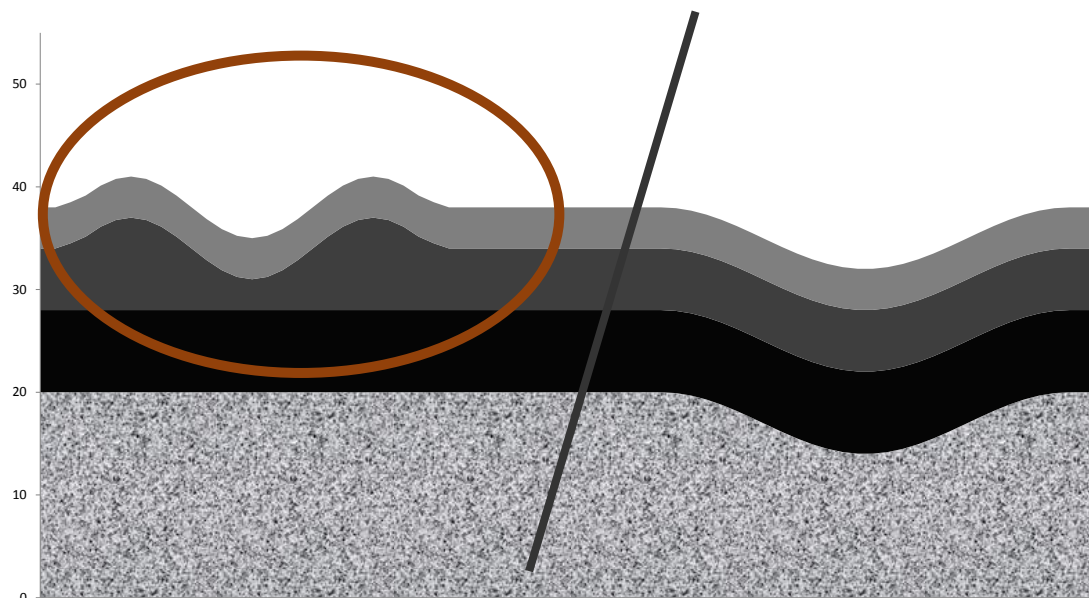
**Overcharged truck cause damage!**





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## 2.3 Road inspection





## 2.3 Road inspection

- Preventive policy to tackle damage of road infrastructure (rutting, pits,...):

### **Road inspection :**

- Implementation of the Axle Load Decree
- Implementation of Decree for protecting the road infrastructure in case of exceptional transport (May 2013)
- Transport of chemicals and other hazardous substances:  
**ADR – Accord européen relatif au transports international des marchandises Dangereuses par Route)**



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## 2.3 Road Inspection

### a) Axle Road decree

- **Legal basis**
- **Implementation**
- **Weigh in Motion**
- **Measures**
- **Results**
- **Raising awareness**



### b) ADR

- **Legal basis**
- **Implementation**
- **Registration**
- **Measures**



### c) Technical check-up

- **Exceptional transportation**
- **Supertrucks**







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## 2.3 Road inspection

### a) Axle Load Decree

- Legal basis:

**Decree, december 1998 determining supervision of the budget 1999: chapter XIV (art. 55bis - 64)**

Art. 56: “It is prohibited to deteriorate the pavement by entering (public) roads with a vehicle of which the weight on the surface below one of the axles exceeds the maximum determined weight by more than 5%”

**Decree, May 2013 protecting the road infrastructure in case of exceptional transport: maximum total weight and measurements of vehicles**



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## 2.3 Road inspection

### • a) Axle Load Decree - Implementation

- Cooperation with Federal Police
- Static weigh bridges: 40 axle bridges in 5 Flemish provinces near motorways and regional roads





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## 2.3 Road inspection

- a) Axle Load Decree - implementation

- Dynamic weighing





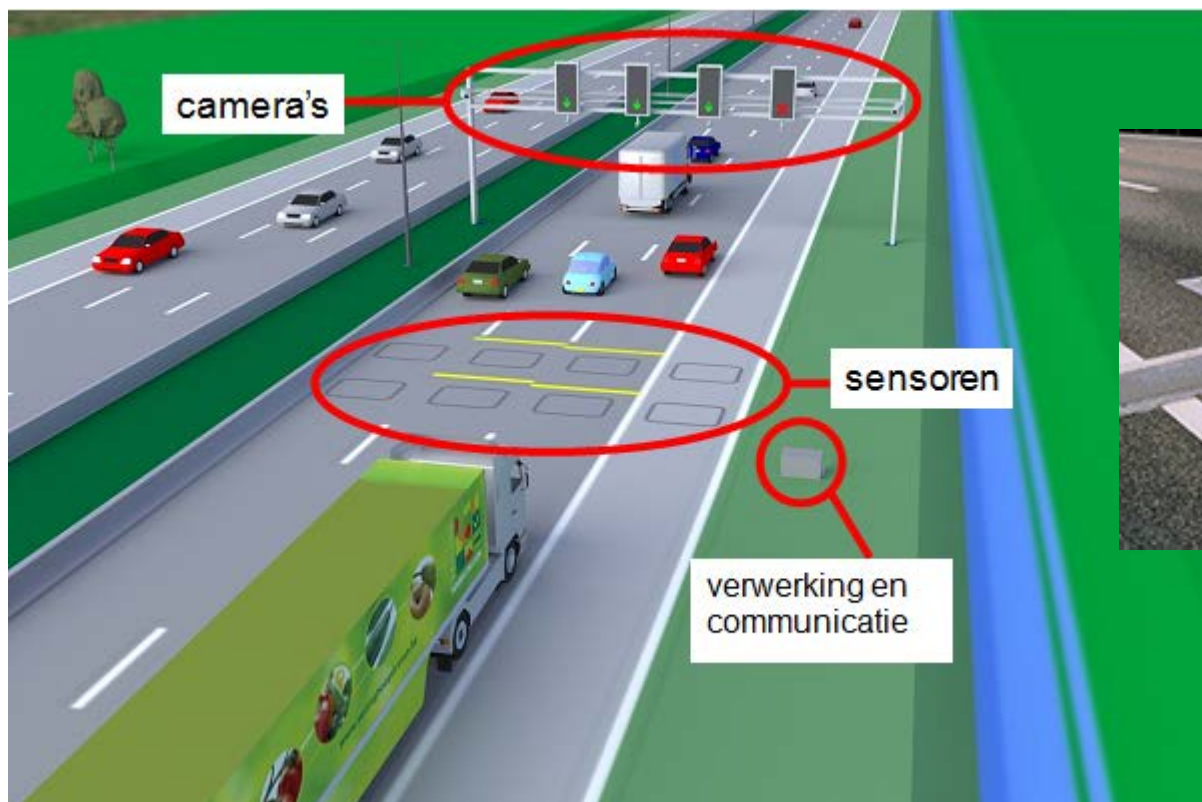
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## 2.3 Road inspection

### • a) Axle Load Decree - implementation

- Weigh in Motion (WIM): 9 location in Flanders



## 2.3 Road inspection

### a) Axle Load Decree – Weigh in Motion



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- 4-8 km before existing static weighing station
  - **Presence of bridge or gantry**
  - **Road surface quality**
  - **Goal: site class B10 (COST323)**
- Calibration: use of reference vehicles
  - **Initial (+/- 1 week)**
  - **periodical (+/- every 6 months)**
  - **Vehicle data originating from enforcement actions**
- New development: creation of a link between the WIM data and the data from the static weighing stations



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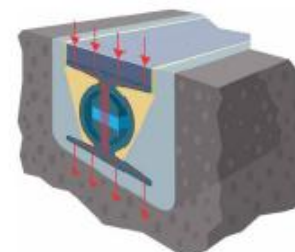
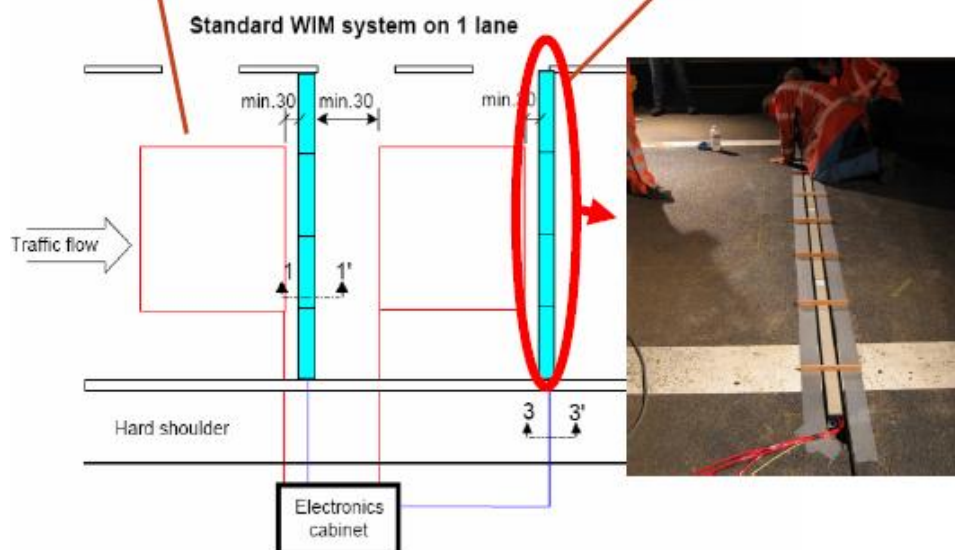
## 2.3 Road inspection

### a) Axle Load Decree – Weigh in Motion

#### Sensors

Inductive loops  
Presence vehicle (length)  
Vehicle speed

WIM-sensors: piëzo-quartz  
Number of axles  
Individual axle load  
Sum = total mass



$$F_z \sim Q \sim U$$

Vertical forces on this material are converted in tensions corresponding to the actual forces.

# 2.3 Road inspection

## a) Axle Load Decree – Weigh in Motion



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CBC Traffic Enforcement System  
**Vlaamse overheid**  
 WIM | Alarmen - Storingen | Detectie geseinde voertuigen  
 WIM -> onderscheppen

Site: Erpe-Mere  
 Gebruiker: P. Oline  
 Alarmen: 0 Storingen: 0

Status	kenteken	land	CET tijd	klasse	% tot	% as
	KGD61	D	09:46:12	LV	0	0
	XLV971	B	09:46:10	PE	0	0
	741BJM06	F	09:46:10	T1103	38	71
	PB8112MB	--	09:46:05	T1103	47	87
	JIQ047	B	09:46:04	PE	0	0
	TMQ075	B	09:46:02	PE	0	0
	925BUE	B	09:46:00	PE	0	0
	739AD	B	09:45:57	T1103	41	82
	KIBLS126	--	09:45:55	PE	0	0
	YPV488	--	09:45:54	LV	0	0
	DF5561	--	09:45:53	PE	0	0
	LA5235	B	09:45:52	T1103	50	80
	VSNB74	B	09:45:50	PE	0	0
	GDC257	B	09:45:49	PE	0	0
	XGAC48	B	09:45:48	PE	0	0
	71BCY	--	09:45:48	PE	0	0
	LEO3UJCH	GB	09:45:48	PE	0	0
	867BYG	B	09:45:47	LV	0	0
	VY5233	B	09:45:44	PE	0	0

00:00:15 | onderscheppen

Zoom In | Normal | Zoom Out | 28/07/2010 - 09:46:05

rijstrook: 1 | portaal site: A

voertuignummer: 830385  
 categorie: T1103  
 snelheid: 91  
 Onderschept door:  
 Onderscheppnummer: 0

gewicht	positie	beladen
(kg)	(cm)	(%)
23004.0	1640	47
5534.53	0	87
6197.88	362	51
2839.28	547	51
2758.23	1077	30
2874.98	1207	29

gewicht 5,000  
2,500  
0

T1103  
PB8112MB  
PB8112MB

CBC Traffic Enforcement System  
**Vlaamse overheid**  
 WIM | Alarmen - Storingen | Detectie geseinde voertuigen

Site: Erpe-Mere Softwareversie: 1.0  
 Gebruiker: P. Oline  
 Alarmen: 0 Storingen: 0

Status	kenteken	land	CET tijd	klasse	% tot	% as
	YZN288	B	07:38:18	LV	156	157

	213AS1	B	07:37:30	LV	92	101
	AVR	--	07:37:27	V11	79	103
	XLH863	--	07:37:08	T1103	100	107
	VQC442	B	07:36:03	LV	139	161
	753CCJ	B	07:35:50	LV	125	136
	BVRH04	NL	07:35:36	T1103	99	103
	ACW164	B	07:35:32	LVA2	23	103
	VEB672	B	07:33:20	V12	94	108

Symbol	Omschrijving
	Asgewicht overlading
	Totaalgewicht overlading
	Geseind voertuig
	Voertuig aangemerkt als overtreding
	Pechstrook passage en voorbehouden rijstrook passage (V en VA op rijstrook 3)
	Passage van een voertuig opgegeven als calibratievoertuig



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## 2.3 Road inspection

- a) Axle Load Decree – Weigh in Motion
  - Accuracy (10% for total weight) strongly dependent on:
    - **Road infrastructure (levelness road surface, rutting, bends, slopes)**
    - **Traffic dynamics (accelerating/breaking, manoeuvres)**
    - **Sensor installation quality**
    - **Influence of pavement temperature**
  - Vehicle classification



## 2.3 Road inspection

### a) Axle Load Decree – Measures



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Axle overload	Penalty
<499 kg	€ 300
500 kg – 999 kg	€ 600
1000 kg – 1499 kg	€ 1050
1500 kg – 1999 kg	€ 1500
2000 kg – 2499 kg	€ 2100
2500 kg – 2999 kg	€ 3000
3000 kg en meer	€ 4500



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## 2.3 Road inspection

### • a) Axle Load Decree – Results

Year	Check-ups	Charges	Fines
2009	5709	1004	€ 1.724.251,60
2010	5603	1390	€ 1.802.277,74
2011	5297	1563	€ 2.252.207,68
2012	5374	1498	€ 2.603.580,01
2013	4497	1623	€ 3.098.320,00
2014	4149	1526	€ 3.940.090,00
<b>Total</b>	<b>30629</b>	<b>8604</b>	<b>€15.420.727,03</b>





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## 2.3 Road inspection

### • a) Axle Load Decree – Results

- Relative numbers:
  - **Visual inspection: 18 % efficiency**
  - **Weigh in Motion: 83% efficiency**



## 2.3 Road inspection

### a) Axle Load Decree – Raising awareness



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- Communication through transport federations

- Preventive actions:

#### **Test weighing:**

**2011 : 49**

**2012 : 71**

**2013 : 207**



- Education: project with presentation for technical schools e.g. MOBI Ghent



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## 2.3 Road Inspection

### b) ADR

- **Legal basis**

- **European Agreement concerning the international carriage of dangerous goods by road**

- **Primarily international transport, but also implemented on a national level (except explosive and radioactive substances – separate regulation)**

- **Competence of Flanders since January 2015 (6<sup>th</sup> State Reform)**



## 2.3 Road Inspection

### b) ADR - Implementation

- **Relevant safety levels (including testing and inspection where required)**
- **Classification in 13 types of substances**
- **Interception - check of:**
  - Necessary documents
  - The exterior of the vehicle (signs)
  - Safety equipment (e.g. fire extinguisher, ...)
  - Cargo (substances // documents)
  - Amount (// documents)
  - Packaging (intact and compliant with regulations)

# 2.3 Road Inspection

## b) ADR – Registration



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### ROYAUME DE BELGIQUE / KONINKRIJK BELGIE Contrôle ADR / ADR Controle

1. Plaats van controle / Lieu de contrôle:
2. UN-nr./n° ONU: VG/GE:
3. Datum / Date:
4. Begin / Début Einde / Fin
5. Nationaliteit en inschrijvingsnr. voertuig / Nationalité et nr. d'immatriculation véhicule:
6. Nationale inschrijvingsnr. aanhanger-oplegger / National. nr. d'immatriculation remorque-semi-remorque:
7. Vervoerder en adres / Transporteur et adresse:
8. Chauffeur - bijrijder / Conducteur - convoyeur:
9. Afzender, adres / Expéditeur, adresse:
  
10. Plaats van laden / Lieu de chargement:
11. Ontvanger, adres, plaats van lossen / Destinataire, adresse, lieu de déchargement:
  
12. Maximale hoeveelheid van ADR 1.1.3.6 overschreden? / Limite de quantité ADR 1.1.3.6 dépassé?  Ja / Oui  Nee / Non
13. Wijze van vervoer / Mode de transport  
 bulk / vrac  collo / colli  tank / citerne  batterijvoertuig / véhicule-batterie

	Contrôlé Gecontroleerd	Infraction relevée Vastgestelde inbreuk	Sans objet n.v.t.
14. Vervoersdocument / Documen de transport / Container package certificate:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Schriftelijke instructies / Consignes écrites:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Bilaterale-multilaterale overeenkomst / Nationale afwijking / Accord bilatéral-multilatéral/ Dérogation nationale:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Certificaat van goedkeuring van de voertuigen/Certificat d'agrément des véhicules:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Opleidingscertificaat van de chauffeur / Certificat de formation du conducteur:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Goederen mogen niet vervoerd worden/Marchandise non autorisée pour le transport:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Collo-tank-voertuig niet toegelaten voor de vervoerde goederen / Colis-citerne véhicules non autorisés pour le marchandises transportées:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Samenlading verboden / Interdiction de chargement en commun:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Beladen en vastzetten van de vracht en behandeling <sup>1</sup> /Chargement, arrimage de la charge et manutention <sup>1</sup> :	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Lekkage van goederen of beschadiging van collo <sup>1</sup> / Fuite de marchandises ou endommagement de colis <sup>1</sup> :	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24. UN-kenmerk verpakking-tank <sup>1</sup> / Emballage testé UN - citerne <sup>1</sup> :	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25. Kenmerking (bv. UN-nr.) en etikettering collo / Marquage (ex. n° ONU) et étiquetage des colis:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26. Grote etiketten op tank-op voertuig / Placardage des citernes-des véhicules:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27. Kenmerking voertuig-vervoerseenheid (oranje bord, verwarmde stoffen) / Marquage véhicule-unité de transport (panneau orange, température élevée):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28. Veiligheidsuitrusting / Equipemen de sécurité (8.1.5 a):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
29. Persoonlijke uitrusting / Equipement personnel (8.1.5 b en/et c):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
30. Brandblusser(s) / Extincteur(s) d'incendie:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
31.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



agentschap  
Wegen en Verkeer

## 2.3 Road Inspection

### b) ADR – Measures

- Fines:

- **Immediate collection:**

- When total amount is below €2750  
(foreigners must pay immediate, inhabitants can use bank transfer)

- **Registration of an administrative finding**

- When total amount exceeds €2750 or the violation is too severe for immediate collection



## 2.3 Road Inspection

### c) Technical Check-up



agentschap  
Wegen en Verkeer

#### Inspection of

- **Certificates and permits**
- **Measurements and total mass**
- **Itinerary**
- **Escort of exceptional traffic**

Nummer van de vergunning:	<b>VERGUNNING</b> van uitzonderlijk vervoer wordt verleend aan:
	België

VOOR VOERTUIG(EN):			
	Aantal aslijnen	Chassisnummer referentievoertuig	Chassisnummers vervangende voertuigen
Enkelvoudig voertuig zonder lading: Genre : AUTOKRAAN	5		

## 2.3 Road Inspection

### c) Technical Check-up



agentschap  
Wegen en Verkeer

- Legal basis
  - **Decree, June 2., 2010 concerning traffic and exceptional vehicles**
- Traffic safety policy
  - **More thorough inspection of permits for exceptional vehicles**
  - **Cargo security**



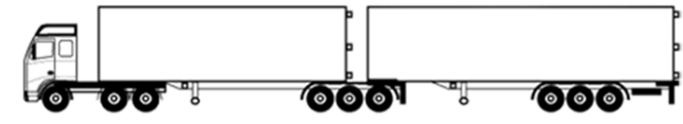


agentschap  
Wegen en Verkeer

## 2.3 Road Inspection

### c) Technical Check-up – Supertrucks

- Pilot project: ‘Supertrucks’ LZV – longer and heavier vehicles
  - **Length: 25m25 vs. regular truck 18m75**
  - **Maximum weight: 60 tons vs. 44 tons**
  - **2 pivot/hinge points vs. 1**



- 6 trial routes selected



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Thank you for your attention

