

Enforcement against overloaded trucks in South Africa: Case Study

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PROBLEM STATEMENT

- **SA Road Network**
 - 300 000 km of primary, secondary & tertiary roads
 - Replacement cost of R200 billion
- **Road network investment has to be protected and cost-effectively managed through:**
 - **Vehicle roadworthiness**
 - **Adherence to traffic regulations (including overloading)**
- **Establishment of Traffic Control Centres (TCC's):**
 - **Roadworthiness**
 - **Overload control**
 - **Corridor strategy**

PAVEMENT DAMAGE DUE TO OVERLOADING



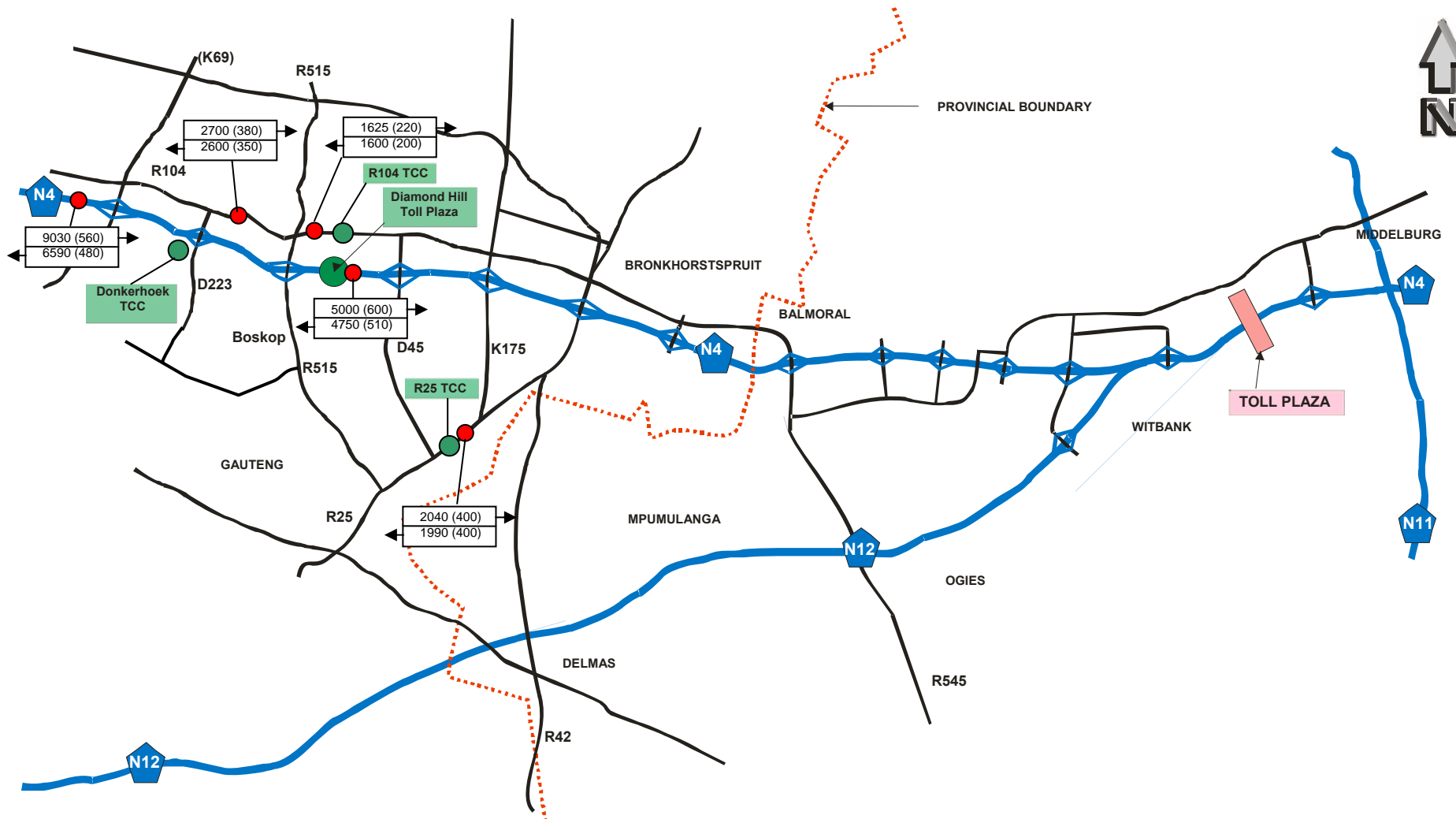
Utilising Technology For Corridor Overload Control

- Overloaded vehicles divert to alternative routes – therefore not weighed, damaging alternative routes
- Previous strategy – provide weigh stations on alternative routes, however, high capital & operational costs
- Alternative strategy – have centralised weigh station with satellite low speed weigh in motion (LSWIM) stations

Utilising Technology For Corridor Overload Control

- Utilise toll plaza lanes for LSWIM installations (lane discipline/flat terrain)
- Identify potentially overloaded vehicles – place tracking device on vehicle – monitor to centralised weigh station
- Minimise human interference through electronic control, monitoring & auditing

N4 Corridor

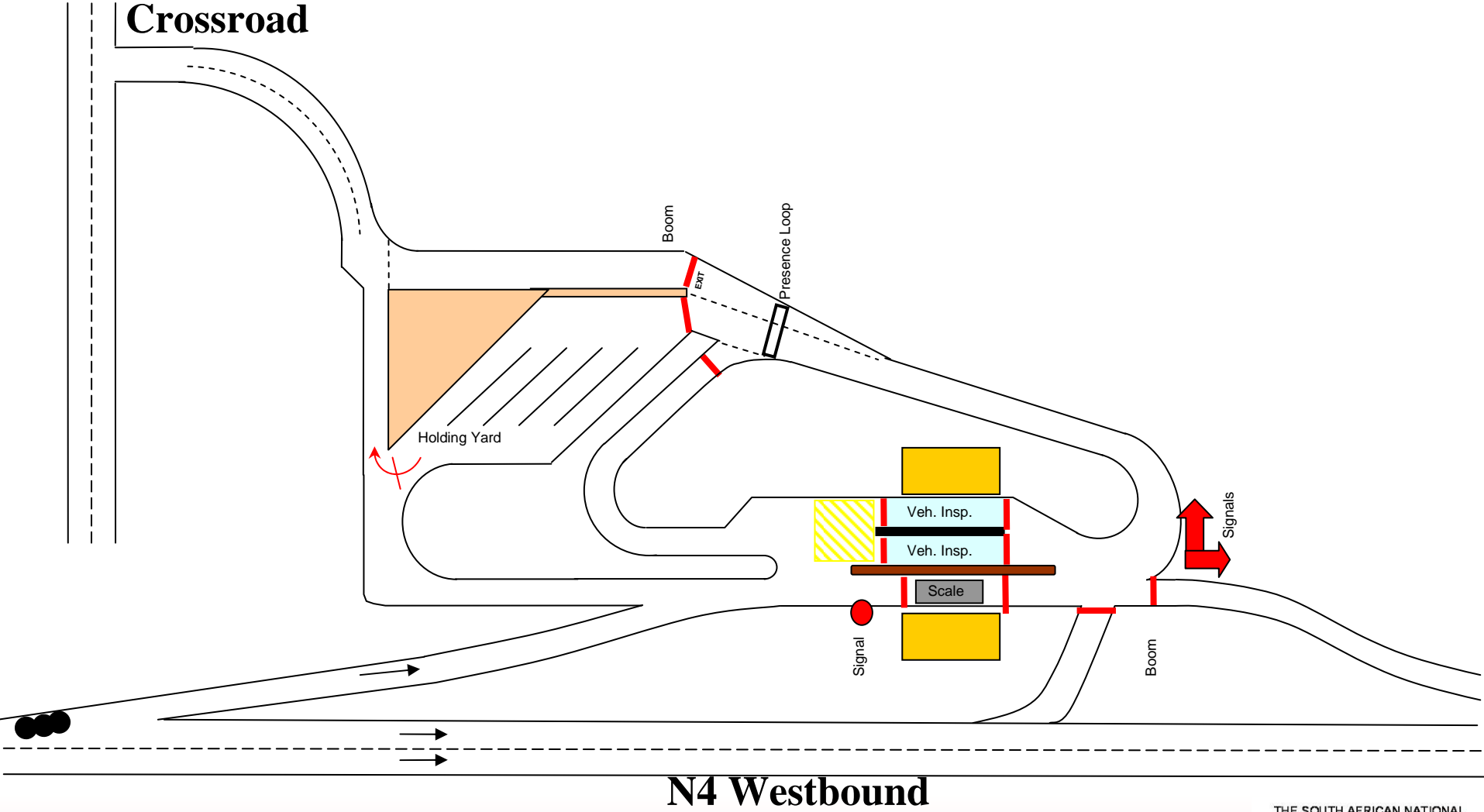


Traffic Volumes

DONKERHOEK TRAFFIC CONTROL CENTRE



DONKERHOEK OPERATIONS



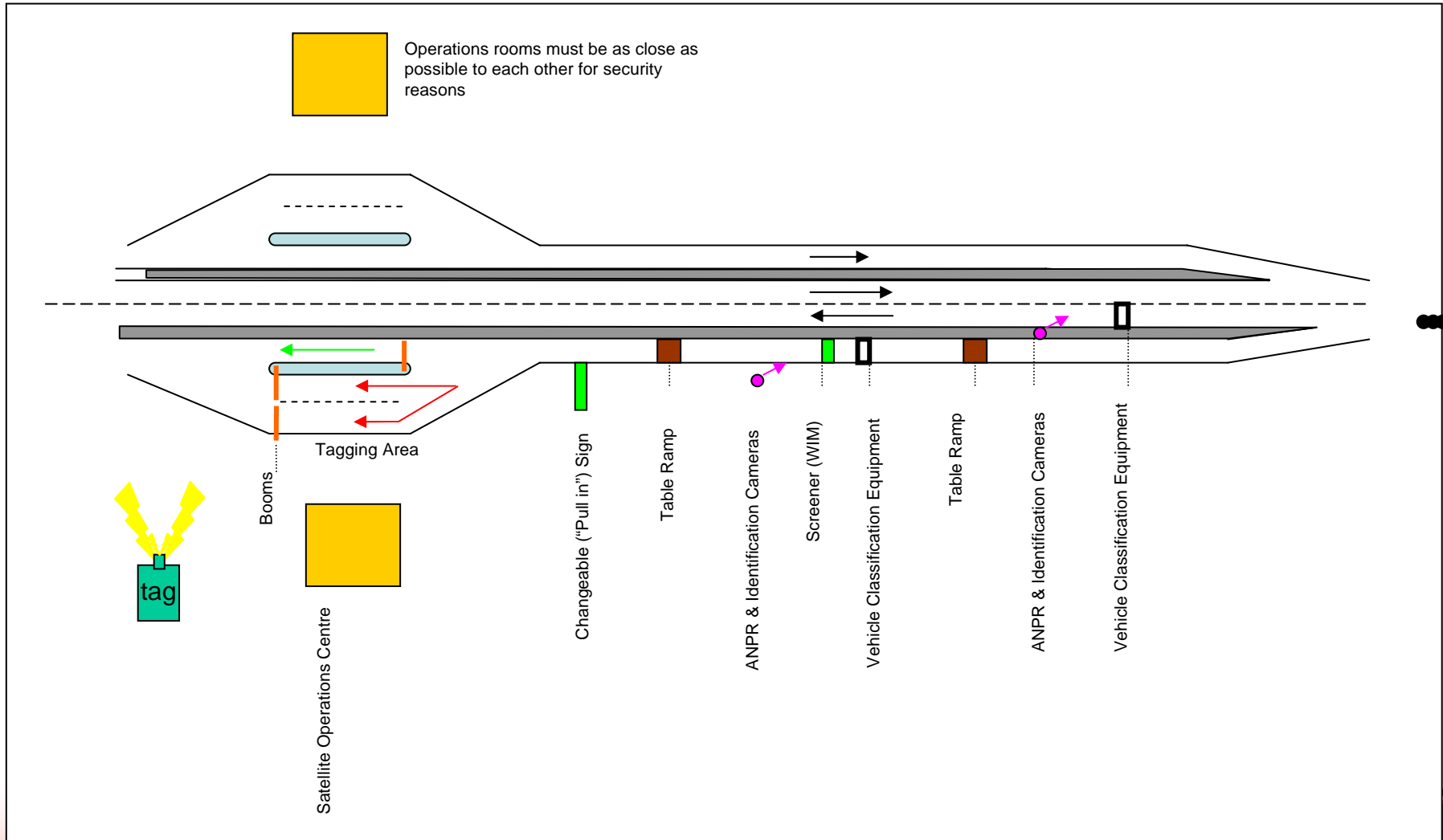
DONKERHOEK TRAFFIC CONTROL CENTRE



WITFONTEIN / RAYTON SATELLITE STATION



WITFONTEIN / RAYTON OPERATIONS



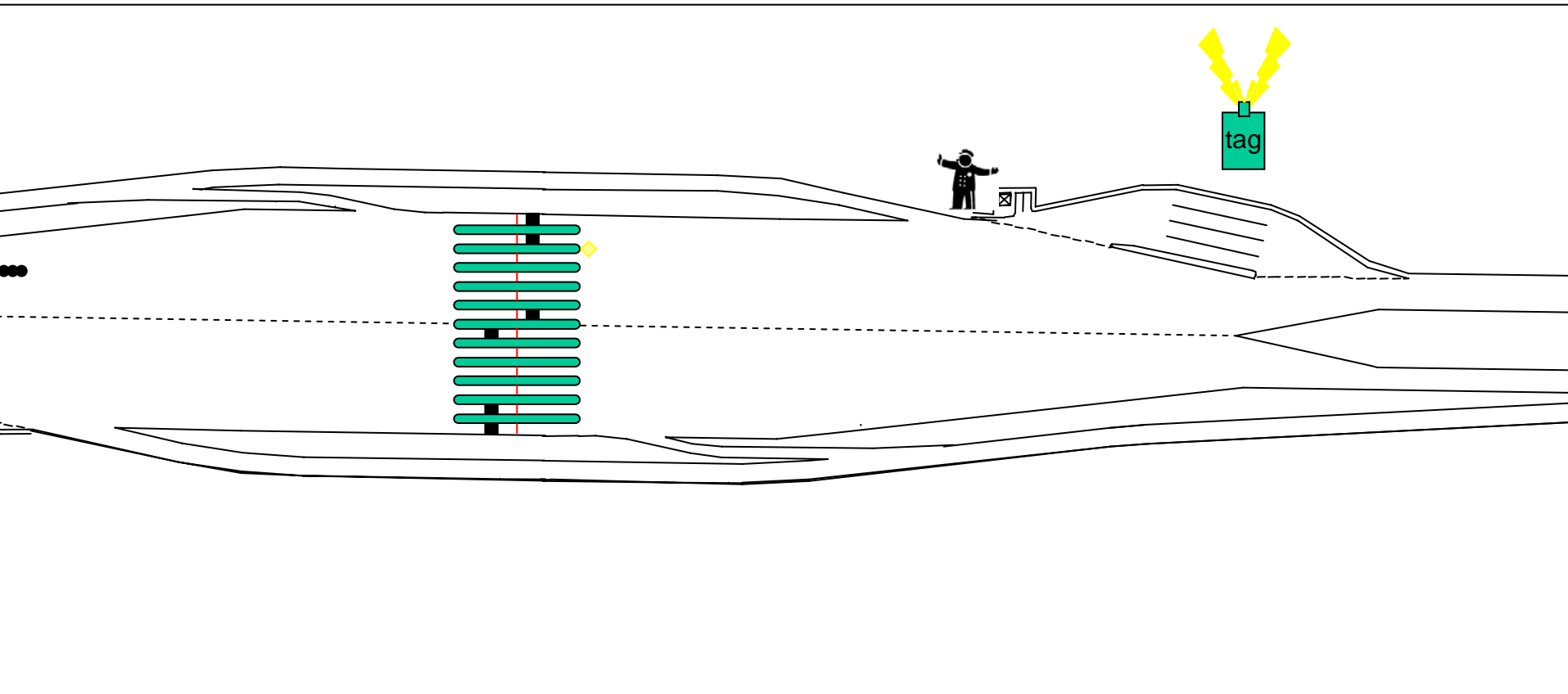
WITFONTEIN / RAYTON SATELLITE STATION



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DIAMOND HILL OPERATIONS



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