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Two-thirds of way through

Welcome to the newsletter for the FP7 project - "Tomorrow's Road Infrastructure Monitoring and Management" (TRIMM). This 36-month project, started on 1st December 2011, aims to map the needs for monitoring data and develop a means of cost-benefit analysis of monitoring techniques and utilisation in asset management. The identified key technologies for monitoring pavements and bridges will then be investigated to improve data processing, interpretation and indicators. Finally, aspects of implementation of indicators in road asset management will be investigated to provide information on application areas, added values, and procedures.

This newsletter focuses on bringing you the highlights of the work carried out in the first two years of the project, which were discussed recently at the Project Management Group meeting for all the partners, as well as the planned next steps. We also outline some key dissemination activities, such as the TRIMM session at the [FEHRL Infrastructure Road Research Meeting 2013 \(FIRM13\)](#).



Members of TRIMM project consortium

Next steps defined at Project Management meeting

On November 22-23rd 2013, the TRIMM project consortium met at project member LNEC's facilities in Lisbon, Portugal, to review progress and define the next steps for the project.

WORK PACKAGES

[WP1: Project Management](#)

[WP2: Asset Management](#)

[WP3: Advanced Bridge Monitoring Techniques](#)

[WP4: Advanced Road Monitoring Techniques](#)

[WP5: Dissemination and networking](#)

The meeting started with a plenary session, where Project Coordinator, Robert Karlsson of VTI gave details on Work Package (WP) 1 Project Management activities, including the next TRIMM reporting process and key deadlines. Catherine Birkner, FEHRL Communications Officer, then presented past and future WP 5 dissemination activities. These include articles in the [FEHRL Infrastructure Research Magazine \(FIRM\)](#), a new [TRIMM Linked In group](#) and presentations at key events (see article below).

Each task leader of the technical WPs (2-4) then outlined the work carried out over the past few months and what is planned. This was discussed in more detail in parallel sessions for WPs 3 and 4.

During the first two-thirds of the project, a foundation has been laid in all WPs for successful delivery of results. WP2 (Asset Management) has developed a basis for condition indicators, performance indicators and reviewed and developed associated transfer functions.

FP7 Collaborative Project

TRIMM is a Collaborative Project from the European Commission's FP7 Work Programme SST.2011.5.2-2 entitled "Advanced and cost effective road infrastructure construction, management and maintenance".



Moreover, a cost-benefit demonstrator tool has been developed that will allow advanced analysis of added value of monitoring in decision making situations, that can be implemented in any asset management system. In the road and bridge monitoring WPs (3 and 4), a substantial part of method development and testing has been carried out. More news on progress to come in the next newsletter.

TRIMM session at FIRM13 gets key input

This year TRIMM has been in an intense phase with data collection and analysis of the advanced measurements on bridges and pavements. With respect to their use in road asset management, several activities have taken place, especially related to the needs of information and decision making, as well as practices in asset management.

A key to success is to involve stakeholders in this process to ensure that TRIMM develops useful outputs. To this end, a TRIMM session "Stakeholder view on advanced monitoring in road asset management - TRIMM" was held at FIRM13 on 6th June 2013 to collect the views of around 50 stakeholders.

This session resulted in many valuable comments and contacts and raised a number of issues, one of which was the human angle to understanding and use of technical parameters by the management-orientated road owners and managers. It was also pointed out that validation is a key to use of monitoring data. Data must make sense and be reliable, otherwise road managers will not move from the relative safe decisions of today.

Data mining is also a large problem. There are huge amounts of data already but there is a need for efficient tools and a systematic approach to the use of data. The human side of the problem of using monitoring data was also discussed. Communication between people with different backgrounds and roles is a challenge. The output from monitoring and presentation of information in asset management must be understood by the people that should be involved.

Pilot tests were also carried out at FIRM13 of a new technique to measure roads functional performance as part of Task 5 of Work Package 4 (WP4) entitled "Monitoring functionality". Click [here](#) for more information on this.

TRIMM has also been presented at other key events this year,

including the [European Road Profile Users' Group \(ERPUG\) forum](#) in Copenhagen on 10-12th September 2013 and the [DIHA2013 conference](#) in the UK on 16th July 2013. And a paper has been submitted for TRA2014 in Paris next April.

Please do not hesitate to see <http://trimm.fehrl.org> or contact me at robert.karlsson@vti.se if you would like more information about the project.

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