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Road Congress  
Mexico 2011**  
Mexico City 2011.

# **Piarc international Winter Road congress Snow plough championship**

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## The objectives of winter Service are:

To restore –to maintain – the serviceability of the road:  
these actions consist of:

- **winter maintenance**, which includes continually monitoring the roads and intervening as necessary
- **informing road users** on the existing and changing road conditions, and
- **traffic management** to implement traffic control strategies

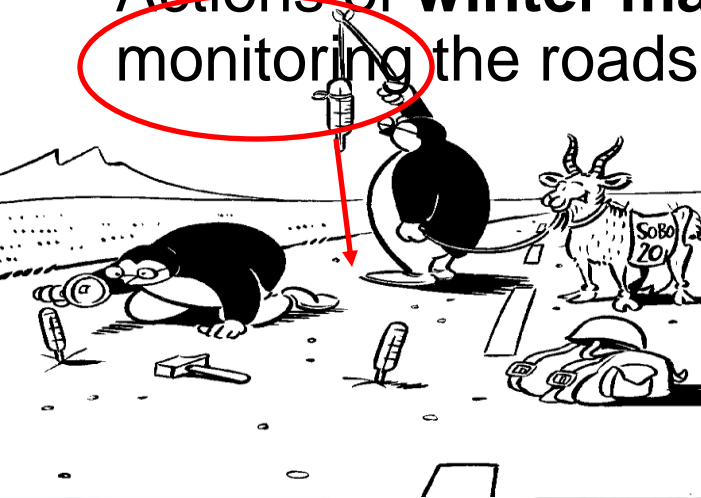




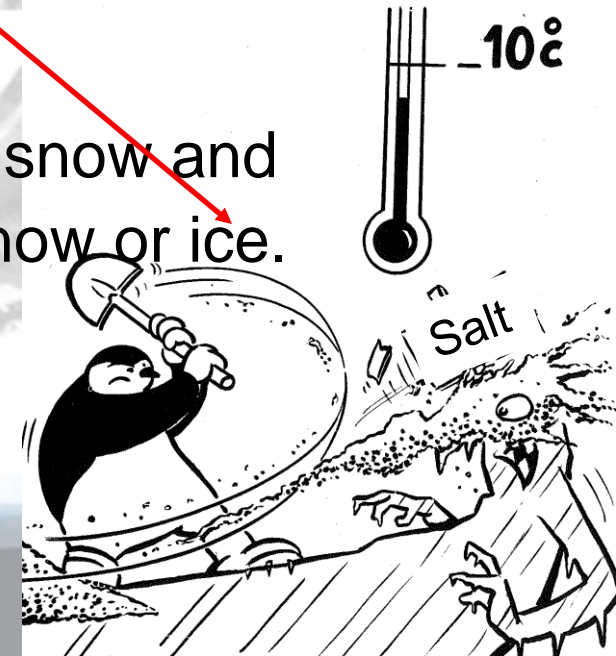
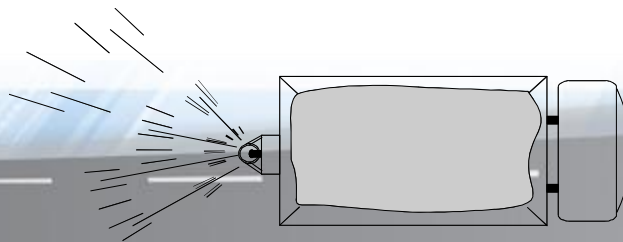
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Actions of **winter maintenance** include continually **monitoring** the roads and **intervening** as necessary.



The interventions can include plowing the snow and spreading materials to melt the residual snow or ice. (or anti-icing to prevent ice)





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Why a snow plough championship ?

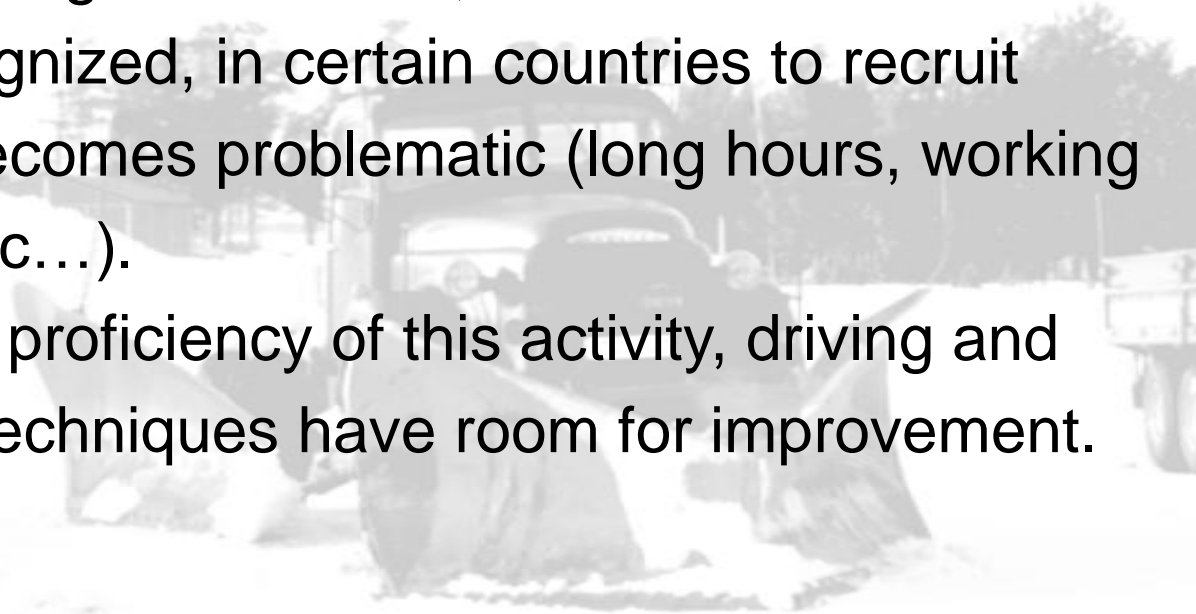
Because there is a man  
in the truck. ....





The main objectives of the championship are:

- To acknowledge the drivers, it is a difficult work which must be recognized, in certain countries to recruit manpower becomes problematic (long hours, working conditions, etc...).
- To raise the proficiency of this activity, driving and intervention techniques have room for improvement.

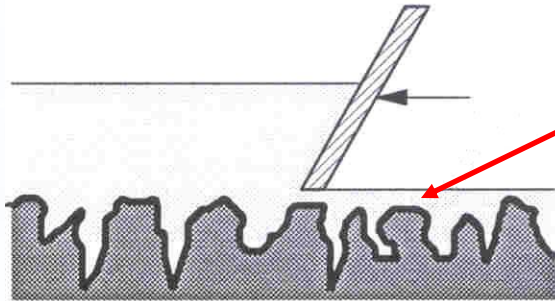




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**Environnement**

For example, the quantity of salt necessary to melt the residual snow layer depends of the quality of the plowing of the snow.



And because the equipment is becoming increasingly sophisticated





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Because winter maintenance equipment consumes a lot of resources, driving strategies must be developed to be quick and flexible while controlling consumption. (40 and 50 L to clear 100km of snow!)

Because the automatic gear-boxes in the vehicles are now the standard, "joy sticks" are used more and more.





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Because traffic and the number of trucks continues to increase, it is necessary to remove snow quickly and efficiently in dense networks.



Because the routes of snow clearance become much more difficult under certain conditions, such as urban areas, roundabouts, raised passages, barriers, tracks of tramway on site, etc...





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For the past 20 years, the province of Quebec has organized a snowplough championship. While organizing the XIII International winter road congress, Quebec proposed that an international championship take a place on this occasion, with 2 or 3 candidates per country.

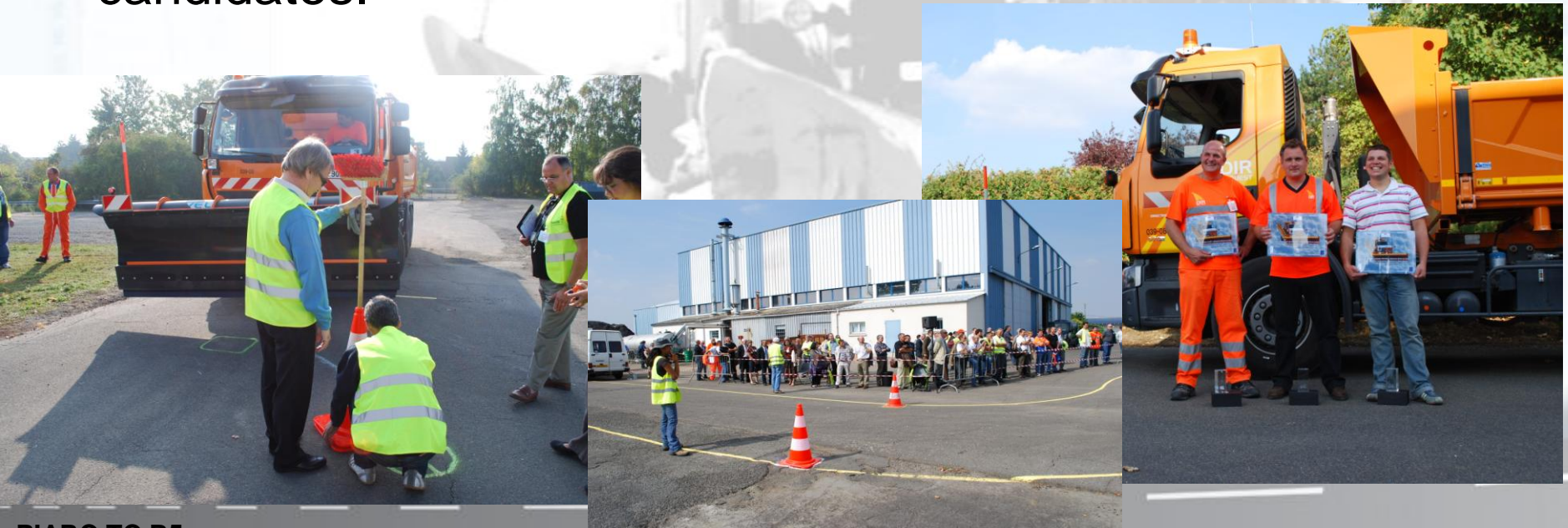
The 2008 Championship was held at the same time as the TC B5 committee was meeting.





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Other countries organized actions in same way (Scandinavian countries, Lithuania, France, etc...), the Member States of the committee were invited to propose candidates. France held competitions in 2009 to select its candidates.





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An organisation Committee was created

- Idea borrowed from the AQTR,
- MTQ, ministry for transport of Quebec
- PIARC B5 committee





## **Principle of the championship**

« The Snowplowing Championship is intended to be an impartial evaluation of drivers' occupational qualifications and of their ability to provide safe services and well-maintained highways for motorists. To that end, each contestant must go through a series of tests. The driver who accumulates the largest total number of points on all the tests will win the title of "World" Snowplowing Champion ».



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## Evaluation

### **Mechanical inspection**

As part of the competition, a specific test is suggested to evaluate the “contestants” safety habits. As required by the Ministry of transport , this test involves inspection of a “malfunctioning” vehicle, providing an excellent way to evaluate the occupational qualifications of a CVEM [motor vehicle and equipment operator]. During this test, drivers inspect their equipment as if they were getting ready to leave for a day’s work”

### **Driving test**

The driving test is designed to measure the driver’s skill in handling a number of driving problems commonly encountered under normal everyday conditions, such as turning right, turning left, stopping, backing up, and other maneuvers requiring good judgment. The course must be completed within a predetermined time, and drivers are evaluated on their smooth handling of the vehicle and their safety habits

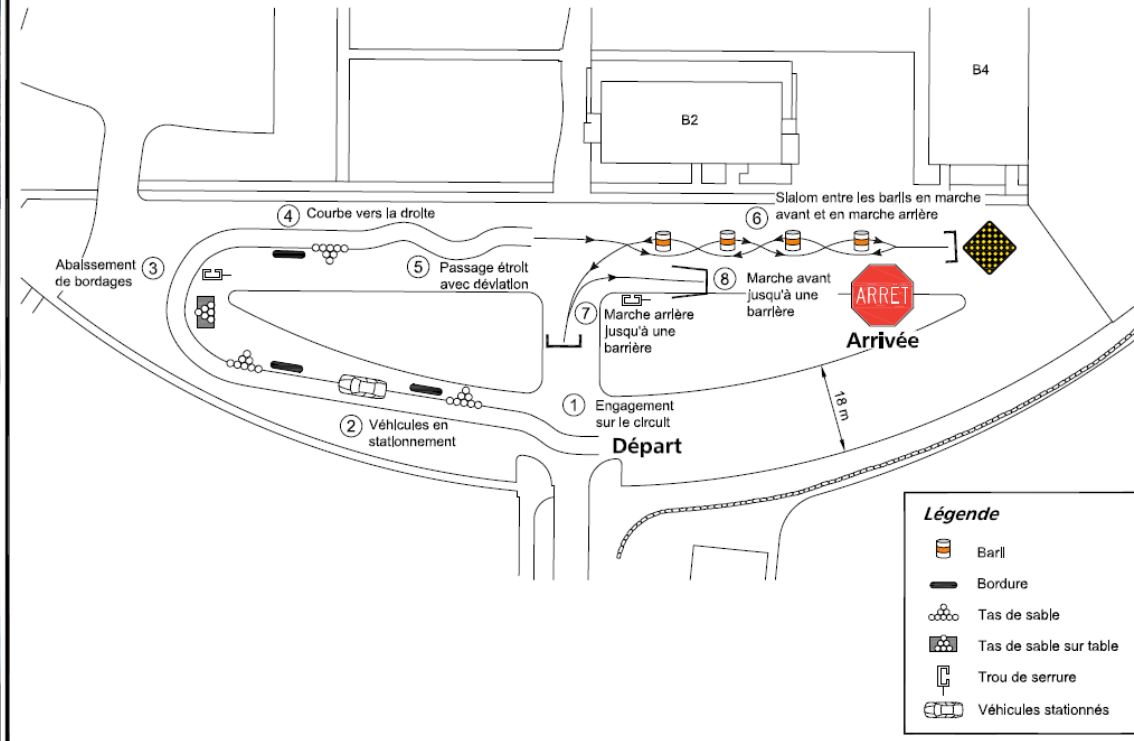


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The bay of Beauport where the championship was held

**Championnat international de chasse-neige 2010  
BAIE DE BEAUPORT**



*The circuit*



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### **Driving onto the course**      **2.5% - 25 points**

This test consists in driving the snowplow onto the course from the parking area without coming into contact with any of the four cones. The driver must then align the wheels of the vehicle between two rows of cones without hitting them.

### **Parked vehicles**    **9% - 90 points**

The contestant must move three piles of sand as close as possible to the curbs provided for this purpose, using the side wing for the first two piles and the one way plow for the third pile, without touching the two vehicles parked on the sides.

### **Left curve**      **6% - 60 points**

This test consists in moving two piles of sand located in a curve as close as possible to the curbs placed for this purpose, using the one-way plow for the first pile and the side wing for the second pile.

### **Narrow, winding passage**      **10% - 100 points**

The contestant must steer the snowplow without striking the curbs.

### **Winging back snowbanks**      **10% - 100 points**

- **On a table**    **5% - 50 points**

This test consists in levelling a pile of sand placed on a table as close as possible to the table surface, using the side wing.

- **On a lower table**      **5% - 50 points**

This test consists in levelling a pile of sand placed on a table lower than the first one as close as possible to the table surface, using the side wing.

- **Barrel slalom**      **20% - 200 points**

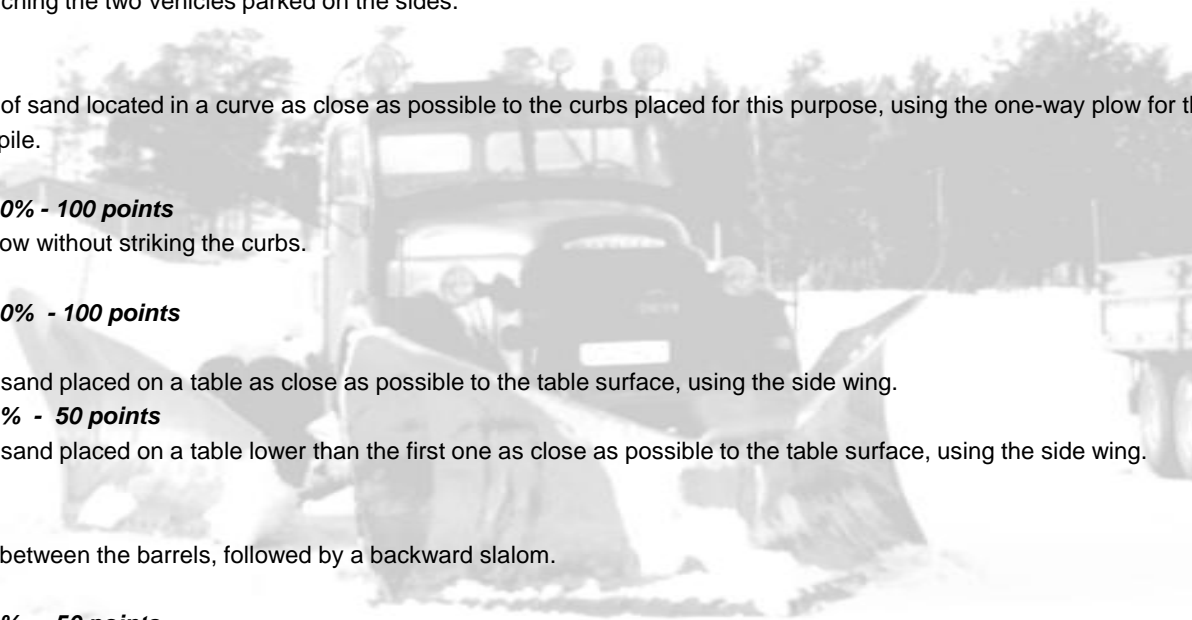
This test consists in a forward slalom between the barrels, followed by a backward slalom.

- **Stopping while backing up**      **5% - 50 points**

The contestant must back the snowplow up as close as possible to a barrier without hitting it, staying within a marked corridor.

- **Stopping while driving forward**      **5% - 50 points**

This test consists in stopping the snowplow as close as possible to a stop line without letting any part of the plow cross the line, and staying within a marked corridor.





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## 8 countries 20 participants

Miquel Mas Andorre - Scott Barrett Canada - Alexander Goodine Canada – Byron Horning Canada -Trevor McCoy Canada - Kim Ik-Soo Corée du Sud - Yu Han-Sang Corée du Sud - Ryan Campbell Etats-Unis- Joe Osgood Etats-Unis - Charles Calvet France - Thierry Millot France - Christophe Thifagne France- - Non identifié Japon – Hassan Essadaka Maroc - Haddo Kerrou Maroc – Stéphane Beaudin Québec – Jean Pierre Desrochers Québec - Réal Frenette Québec - Prime Martineau Québec – Curt Owe Wiklund Suède







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- 1er : CAMPBELL Ryan (USA )
- 2e : DESROCHERS Jean-Pierre (Canada-Québec)
- 3e : GOODINE Alexander (Canada, New-Brunswick)



Suiva



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## Conclusions

Very good organization

Success with the public and the participants

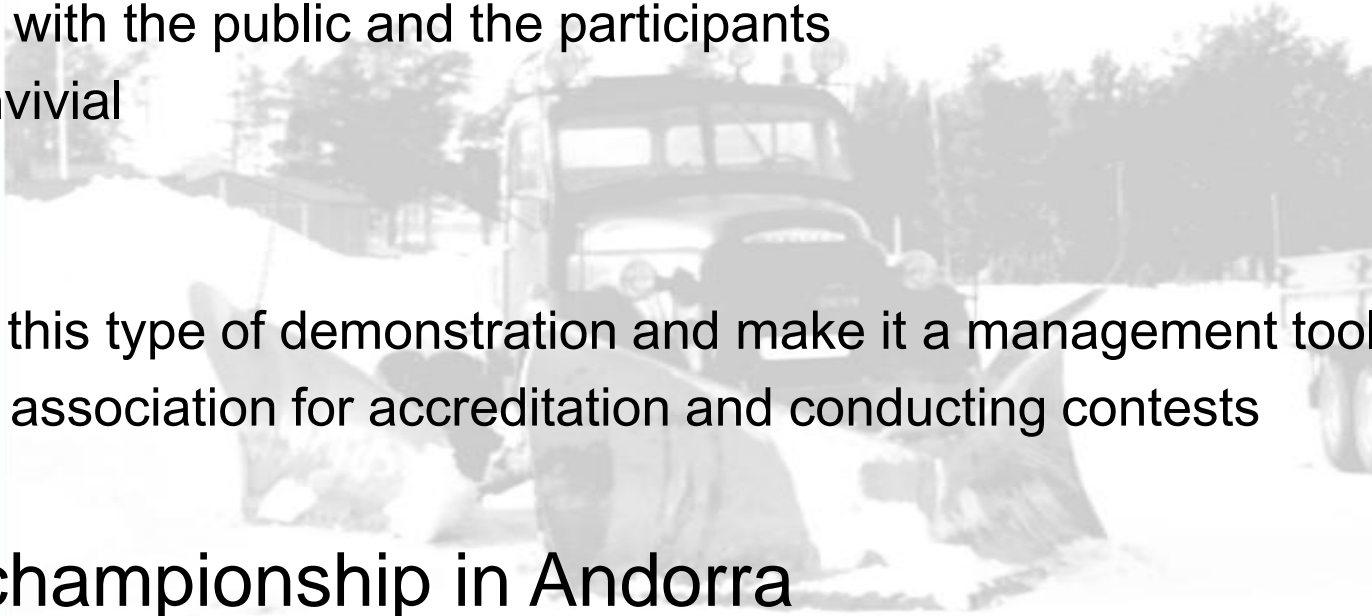
Very convivial

## Future

Develop this type of demonstration and make it a management tool .

Form an association for accreditation and conducting contests

## Next championship in Andorra





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Thank you for your attention

