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I. ADMINISTRATIVE INFORMATION

a. Registered office

The address and telephone number of EUPAVE remain:

EUPAVE
Boulevard du Souverain, 68 - B13
1170 Brussels

Telephone number: +32 (0)2 645 52 31

b. Bylaws

The bylaws of association were modified at the Extraordinary General Assembly held on 3 December 2015. The revised version is available in French and in English. In case of differences between the two versions, the French version shall prevail.

c. President and Vice-President

EUPAVE’s President remains Mr. Stéphane Nicoud from LafargeHolcim.
Mr. André Burger from Cement & Beton Centrum retired and left his position of Vice-President of EUPAVE on 1st July 2018.
Mr. Rory Keogh from GOMACO took over the position on 1st July 2018.

d. Managing Director

Mr. Luc Rens, Consulting Engineer at FEBELCEM remains in the function of Managing Director of which he was nominated during the EUPAVE Board meeting of 23 March 2009.

e. Secretary General

Mr. Karl Downey, Sustainable Construction Manager at CEMBUREAU left the function of Secretary General of EUPAVE on 29 September 2017.

He has not been replaced in 2018.

f. Communications and Office Manager

Ms. Elise Carabédian is Communications and Office Manager since 2 November 2016.

In 2018, Elise Carabedian followed a class on Public Speaking at the IHECS Academy of Brussels.
g. Resignation and Nomination of Directors

The mandates renewed as of 23 May 2018 are:
- Mr. Sebastian Spaun,
- Mr. Aniceto Zaragoza,
- Mr. Stéphane Nicoud,
- Mr. Rory Keogh,
- Mr. André Jasienski,
- Mr. Koen Coppenholle,
- Mr. André Burger mandate ended the 1st of July 2018 and Mr. Edwin Vermeulen took over Mr. André Burger’s mandate as of 1st July 2018.

The Board of Directors is composed of the following members as of 23 May 2018:
- Koen Coppenholle, Chief Executive of CEMBUREAU;
- François Redron, Chief Executive of Cimbéton;
- André Jasienski, Director of FEBELCEM;
- Rory Keogh, Managing Director of GOMACO Int’l Ltd;
- Stéphane Nicoud, Head of Large Construction Projects, Holcim Technology Ltd;
- Ulrich Nolting, Managing Director of InformationsZentrum Beton GmbH;
- Aniceto Zaragoza Ramirez, General Director of OFICEMEN;
- Sebastian Spaun, Managing Director of VÖZ
- Jan Deja, Chief Executive of Polish Cement Association.
- André Burger, Director of Cement & Beton Centrum (until 1st of July 2018)
- Edwin Vermeulen, Secretary Sector Cement of Cement & Beton Centrum (as of 1st of July 2018).

II. MEMBERSHIP AND PARTNERSHIP SITUATION

At the end of 2018, EUPAVE had 23 members from 14 countries (12 Full Members and 11 Associate Members) and 17 Partners.

In 2018; Givasa joined EUPAVE as Associate Member and Otto Brentzel, Chem-Crete and Haitsma Beton B.V. joined as partners of EUPAVE.

<table>
<thead>
<tr>
<th>Members</th>
<th>Type of membership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Betonsuisse Marketing AG</td>
<td>Full</td>
</tr>
<tr>
<td>CEMBUREAU- European Cement Association</td>
<td>Full</td>
</tr>
<tr>
<td>Cement&amp;Beton Centrum- Dutch Cement &amp; Concrete Centre</td>
<td>Full</td>
</tr>
<tr>
<td>CIMBéton- Information Centre on Cement and its Applications</td>
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<tr>
<td>FEBELCEM- Belgian Cement Association</td>
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<tr>
<td>GOMACO</td>
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<tr>
<td>HeidelbergCement</td>
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<tr>
<td>LafargeHolcim</td>
<td>Full</td>
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<tr>
<td>InformationsZentrum Beton GmbH</td>
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<td>Oficemen- Spanish Cement Association</td>
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<tr>
<td>Polish Cement Association</td>
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<tr>
<td>VÖZ- Association of the Austrian Cement Industry</td>
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*Table 1: EUPAVE Full Members situation end 2018*
<table>
<thead>
<tr>
<th>Members</th>
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<tbody>
<tr>
<td>BBS Barriers</td>
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<tr>
<td>Britpave</td>
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</tr>
<tr>
<td>CEMEX</td>
<td>Associate</td>
</tr>
<tr>
<td>Deltabloc International GmbH</td>
<td>Associate</td>
</tr>
<tr>
<td>ERMCO - European Ready Mix Concrete Association</td>
<td>Associate</td>
</tr>
<tr>
<td>Givasa</td>
<td>Associate</td>
</tr>
<tr>
<td>Gütegemeinschaft Betonschutzwand &amp; Gleitformbau e.V.</td>
<td>Associate</td>
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<tr>
<td>Guntert &amp; Zimmerman</td>
<td>Associate</td>
</tr>
<tr>
<td>Power Curbers Inc.</td>
<td>Associate</td>
</tr>
<tr>
<td>Turkish Cement Manufacturers’ Association</td>
<td>Associate</td>
</tr>
<tr>
<td>WIRTGEN GmbH</td>
<td>Associate</td>
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*Table 2: EUPAVE Associate Members situation end 2018*

<table>
<thead>
<tr>
<th>Members</th>
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<tr>
<td>AB-Roads</td>
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<td>Carlos Jofré</td>
<td>Partner</td>
</tr>
<tr>
<td>Chem-Crete</td>
<td>Partner</td>
</tr>
<tr>
<td>Dn’E Construction</td>
<td>Partner</td>
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<td>ECCRA</td>
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<td>KWS Infra B.v.</td>
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<tr>
<td>Otto Alte-Teigeler GmbH</td>
<td>Partner</td>
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<tr>
<td>Otto Brentzel</td>
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<tr>
<td>RISE CBI</td>
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<td>Robuco</td>
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<tr>
<td>SPECBEA</td>
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<td>TRBA</td>
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<tr>
<td>ZBS</td>
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</tbody>
</table>

*Table 3: EUPAVE Partners situation end 2018*
III. ACTIVITIES

a. Website

EUPAVE released its new website on 1 December 2017.

26 articles were posted on the website in 2018 as well as publications, leaflets and a position paper.
b. Newsletter

EUPAVE published 11 newsletters in 2018

→ Newsletter 31 January (invitation for the Concrete Safety Barriers workshop)
→ Newsletter 20 February
→ Newsletter 6 April
→ Newsletter 24 May (GDPR)
→ Newsletter 5 June
→ Newsletter 5 July
→ Newsletter 14 September (invitation for the EU Event)
→ Newsletter 19 September
→ Newsletter 27 September (invitation for Couvin worksite visit)
→ Newsletter 7 November
→ Newsletter 19 December

Percentage of recipients who opened the newsletter and recipients who clicked on a link vs. number of recipients

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<tr>
<td>1150</td>
<td>1400</td>
<td>1300</td>
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</tbody>
</table>
c. Intranet

The intranet has been updated regularly in 2018. The new intranet included in the new website was developed over December 2017 and the access codes to members were sent out in January 2018.

The following information and documents are available through the intranet for EUPAVE Members:

**Calendar of EUPAVE meetings and events**

**EUPAVE documents**
- Activity plan, updated after each meeting
- Annual reports, from 2009 until 2017
- Membership Action Plan, updated after each Board meeting
- Bylaws

**Meetings documents**
- Including the meetings’ documents from 2016 until now
- Including the “issue trackers” on EU political affairs, updated for each Board meeting

**Working Groups**
- Best Practices WG
- EU Advocacy WG
- Concrete Safety Barriers WG
- Communication Tools WG
  *Including the agenda and/or presentation of each teleconference*

**Workshop**
- Documents of past workshops

**EUPAVE publications**

**Replies to EC Consultations**

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**d. Video**

The Opening Session of the 13th International Symposium on Concrete Roads held Wednesday 19 June 2018 was the occasion for EUPAVE to release its promotional video.
March 2018 - EUPAVE released a new brochure entitled “Concrete Safety Barriers: a safe and sustainable choice”

“Concrete safety barriers, both cast in situ and precast, have been used as vehicle restraint systems for more than 40 years. Their design and construction have been modified and improved in order to comply with the European standards EN 1314. Today, they offer a solution that meets the requirements of durability, safety, economy and environment.”

EUPAVE’s brochure includes the history and benefits of concrete safety barriers, performance and test methods for vehicle restraint systems, information on their CE marking, and more.

May 2018 - EUPAVE released a new leaflet entitled “Concrete: a Sustainable Partner of Urban Transport Infrastructure”

“In the beginning of the 20th century, many European cities had a tramway, but those disappeared around the 1950’s when the car became the modern way of transportation and metro lines were built in the big cities. However, trams made their come-back in the 1990’s when the cities started rethinking their mobility concept and spatial planning. Together with bus transport, cycling and walking, they are today the dominant transport modes in urban areas. Both trams and buses require a high quality and, if possible, dedicated infrastructure, for which concrete offers safe and reliable long life solutions.”

September 2018 - EUPAVE released a new publication “A guide on the basic principles of Life-Cycle Cost Analysis (LCCA) of pavements”

Worldwide many publications on the issue of LCCA are available in different degrees of detailing. In these publications the same fundamental principles and a widely accepted procedure are used for conducting a LCCA. These principles and procedure are applicable for any type of asset.

EUPAVE’s publication emphasizes our commitment to provide a general insight in the approach and good practice in conducting a Life-Cycle Cost Analysis.
f. EUPAVE Events

EUPAVE Visit to TRBA’s trial section, using its new slipform paver Wirtgen SP1500

Last 30 January 2018 our partner TRBA held a technical visit in Peruwelz (Belgium) to introduce their new machine, the Wirtgen SP1500. For the occasion a 40 cm thick concrete test section was built in preparation of the construction project of the Luxembourg airport extension.

The day started with a presentation by Filip Covemaeker of TRBA highlighting the advantages of sustainable concrete pavements, explaining the essential factors for a high quality achievement and showing the company’s construction capacities, in particular their range of slipform paving machines. Finally, he presented the project of the Luxembourg airport extension. The owner is the Ministry of Sustainable Development and Infrastructure of the Grand Duchy of Luxembourg and TRBA is part of a contractors association with CDCL and Felix Giorgetti. The design is by TR-Engineering in collaboration with ARCADIS and AB-Roads.

The first phase of this jobsite includes 60 000m² of a 40 cm thick double layered jointed plain concrete pavement, equipped with dowels and tie-bars.

Special attention was given to the newly procured machine for this project: the Wirtgen SP1500, 15.5 meters large and weighing 70 tons. There are only 7 of these machines in Europe including one in Belgium. Technicians from Wirtgen helped TRBA setting up the machine.

The presentation was followed by the site visit where the participants attended the construction of the test section of a jointed plain concrete pavement. This trial aimed at testing the compatibility of the concrete mixes with the new machine, the construction of the pavement in different slopes, the installation of the different types of joints and the inclusion of embedded items such as manholes and gutters.

Members and partners of EUPAVE which are involved in the project:

TRBA: construction
AB-Roads: design
WIRTGEN: slipform paver
HeidelbergCement Group : cement

Full article: https://www.eupave.eu/trba-present-machine-wirtgen-sp1500/
f. EUPAVE Events

EUPAVE Workshop “Concrete Safety Barriers: a Lifetime of Safety”, 2 March 2018 (1/2)

On Friday 2nd March EUPAVE held in its premises a Workshop on concrete safety barriers. Attended by around 40 participants, the workshop gathered road authorities, contractors, designers and engineers who have an interest in road safety and vehicle restraint systems in particular.

During this event various topics were discussed including the European standard EN1317, the application of CE-marking, the life cycle cost of concrete safety barriers, their durability and their construction by slipform paving.

The event also marked the launch of EUPAVE’s updated publication “Concrete Safety Barriers: A Safe and Sustainable Choice”.

Luc Rens, Managing Director of EUPAVE, opened the workshop on behalf of its President, Stéphane Nicoud. He welcomed the attendees and thanked them for their presence. Mr. Rens highlighted the celebration last December of EUPAVE’s 10th year anniversary. He also reminded the attendance that the Association is representing and advocating the concrete pavements’ sector at European level but is also a community to exchange knowledge at technical level, thus the importance of a Working Group on Concrete Safety Barriers.

Dean Courtney-Ward from BBS Barriers is the chairman of the WG which aims at developing a common position on concrete safety barriers. Mr. Courtney-Ward’s presentation focused on CE-marking. He highlighted that the European Commission has clarified that in-situ concrete safety barriers, built according to a proprietary design, have to be CE marked since they are products under CPR regulation.

Jeanne Forêt, Chairwoman of the European Road Federation Road Restraint Systems Working Group, presented the activities of this WG such as the development of a dedicated website on road restraint systems www.rrs.erf.be, the drafting of a position paper on the role of Notified Bodies and the actions towards a better market surveillance.

As the main benefits of the standard EN1317, she mentioned:

→ a unique performance-based methodology for assessing road restraint systems across Europe and
→ a single market for road restraint systems within the EU thus allowing road authorities more choice and guarantee of performance.

In the field of Motorcycle Protection Systems, ERF is working together with FEMA, the Federation of European Motorcyclist Associations. Mr. Dolf Willigers, General Secretary of FEMA, was present at the workshop. He briefly presented his Federation and considered concrete safety barriers as a reasonably good solution, better than any system with unprotected steel posts.
Martin Page, Technical Manager for Deltabloc France and Convenor of the standardization working group CEN TC226 WG1 explained how to interpret the standard EN1317, in its today’s version, with regard to in situ cast concrete safety barriers. He also mentioned the work in progress in order to further clarify the status and possible issues of in situ cast barriers in the next edition of the product standard.

Tom Ashworth from Extrudakerb, highlighted the advantages of installing concrete safety barriers by slipform paving. He specified that following completion of slipform operations, Extrudakerb undertake a final compliance check to ensure that the products placed have been installed in line with standard specification requirements. A CE Certificate is then issued to the client along with a full completion pack, containing all pertinent quality documentation.

John Richards from Gwynedd Council presented his work on the Life Cycle Cost study of Road Restraint Systems”. It appears that concrete has a significantly reduced maintenance cost over a 50 year life cycle, while also providing higher containment for a similar cost. Consequently, concrete barriers are the overall most cost effective option.

Mr Thomas Edl from Deltabloc International focused on research and innovation in the field of concrete safety barriers. The first part of his presentation dealt with an ongoing research project looking for solutions of corrosion resistant reinforcement through artificial aging. Stainless steel or epoxy coated strands were recommended for optimal lifetime performance in severe environmental conditions. In the second part, the development of a new type of “Zero Debris Concrete” was presented. Spectacular full scale tests showed how no parts got detached from concrete barriers, both precast and slipformed, even after repeated impact. Thanks to these improved performances, concrete barriers are ready for future requirements.

Luc Rens, Managing Director of EUPAVE gave an overview of the market situation of concrete road restraint systems in Europe, varying in different countries from a few to over 60%. He also explained that the choice for concrete in the central reserve is fully justified because of the strong points: the combination of a high containment level and limited working width, the robustness of the system and its long life performance. He concluded with a positive trend in construction practices thanks to modern slipform paving machines and joint cutting equipment.

Finally, Dean Courtney-Ward drew three main conclusions out of the workshop:

- In situ concrete safety barriers from a proprietary design are products under the Construction Products Regulation;
- They are in compliance with the EN-1317 standard;
- The CE marking is applied and is valid for the life of product.
EUPAVE & SPECBEA Workshop “Trends and developments of decorative concrete in the public space“

EUPAVE and SPECBEA, the French Association of Road and Urban Concrete Pavements Specialists, jointly organised a workshop on “Trends and developments of decorative concrete in the public space” Thursday, 26 April 2018 from 11:30 till 12:30 in Paris.

The event took place during the World of Concrete Europe at Parc des Expositions Paris-Nord Villepinte.

EUPAVE and SPECBEA presented the French experience in the field of decorative concrete and on the trends and developments of concrete in the public space in Belgium.
The German “InformationsZentrum Beton”, together with EUPAVE and their partners held in Berlin the 13th International Symposium on Concrete Roads!”. The event took place at the Titanic Chaussee Hotel between 19 and 22 June 2018. The German Concrete Roads Day “FGSV-Betonstrassenntagung” was organized within the Symposium on Wednesday 19 June.

**A few numbers**
The theme of the Symposium “Concrete connects” was particularly well chosen as the event was attended by 450 participants from 30 countries.

The 62 presentations given within the 3-days conference covered 11 different themes on Maintenance Strategies, Case-studies, High Axle-load areas, Urban and Public Roads, Quality Control, Highways and Truck Parking Areas, Surface Characteristics, Big Data and Soil Treatment.

Alongside these oral presentations, 26 posters were exhibited.

The Symposium could not have taken place without the help of its 6 partners – Bundesanstalt für Straßenwesen (BASt), World Road Association (PIARC), International Society for Concrete Pavements (ISCP), Forschungsgesellschaft für Straßen- und Verkehrswesen e. V. (FGSV), Guetegemeinschaft Verkehrsf lächen aus beton e.V., Verband Deutscher Zementwerke e.V. (VDZ) – and 25 exhibitors. You can find more information on these companies here.

**Opening session**
The Opening Session on Wednesday 20 June included the welcome speech by Dipl.-Wirt.-Ing Ulrich Nolting, Managing Director of InformationsZentrum Beton GmbH, Gerhard Rühmkorf, Head of Section, Federal Ministry of Transport and Digital Infrastructure (Germany), StéphaneNicoud, President of EUPAVE, ClaudeVan Rooten, President of the World Road Association and Dir.’in Dipl.-Ing Elfriede Sauerwein-Braksiek, Chair of the Road Transportation Research Association (FGSV).
Mr. Michael Darter, Emeritus Professor of Civil and Environmental Engineering at the University of Illinois and Principal Engineer for Applied Research Associates, Inc. gave the keynote speech.

The Opening Session was also the occasion for EUPAVE to release its promotional video. You can take a look at it here.

Closing Session
The event came to an end Friday 22 June 2018 with the prize-giving for the:

→ Best Marketing Paper Award: “Creation and development of pavementdesigner.org – a unified industry-wide pavement design tool for concrete and cement-based solutions” by Eric Ferrebee, Andy Gieraltowski and Gerald Voigt from the American Concrete Pavement Association (United States of America) and the

→ Best Technical Paper Award for “Precast concrete pavement for rapid replacement of intersections and ramps” by Sam Tyson from the Federal Highway Administration and Shiraz Tayabji from Advanced Concrete Pavement Consultancy LLC (United States of America).

It was also the occasion to announce the two countries candidates to welcome the 14th International Symposium on Concrete Roads, Poland and Turkey. A decision will be taken within the next months and be announced in 2019.
13th ISCR | Videos of technical tours now available!

The German “InformationsZentrum Beton”, together with EUPAVE and their partners held in Berlin the 13th International Symposium on Concrete Roads. The event took place at the Titanic Chaussee Hotel between 19 and 22 June 2018.

The theme of the Symposium “Concrete connects” was particularly well chosen as the event was attended by 450 participants from 30 countries.

Alongside the 62 oral presentations and 22 posters exhibited, 5 technical tours were organised Thursday 21 June:

- Excursion to CEMEX Zement GmbH, Rüdersdorf cement works
- Construction of a bus stop with precast concrete slabs in Berlin
- Technical trip grinding – Federal motorway A10
- Excursion to the ADAC driving safety centre, Linthe, Berlin/Brandenburg
- Construction of a shiplift (Niederfinow Boat Lift)

Thanks to WWS Film Berlin and InformationsZentrum Beton, videos of two of these tours are now available for all to see.
Fruitful discussion at EUPAVE Breakfast Debate “Tendering for sustainable construction in the circular economy”

On Wednesday 17 October EUPAVE and MEP Marc Tarabella held a Breakfast Debate on “Tendering for sustainable construction in the circular economy” at the European Parliament.

MEP Marc Tarabella, Member of the European Parliament, and Mr. Stéphane Nicoud, President of EUPAVE, welcomed the 25 participants and highlighted the importance of local authorities in tenders.

The event was also the occasion to release EUPAVE’s latest position paper on “Tendering for sustainable construction in the circular economy”.

MEP Tarabella began by emphasising the need to change mentalities for a more sustainable tendering.

He reminded that the European Parliament has a commitment with procurement that considers more than simply the lowest price, as expressed in the Resolution passed on 4 October 2018 (Coelho report).

President Nicoud indicated that EUPAVE believes that the construction sector – as any other sector of the economy, should aim at designing out waste and pollution as much as possible.

He presented EUPAVE’s latest publication “Guide on the basic principles of Life-Cycle Cost Analysis (LCCA) of pavements” where LCCA procedure is explained in detail and examples are provided.

Mr. Manu Diependaele explained the purpose and scope of EUPAVE’s guide. He gave information on Life-Cycle Cost Analysis (LCCA) for concrete pavements. LCCA is an economic analysis technique used to evaluate materials for infrastructures. He specified it is not a cost-benefit analysis, nor a life-cycle assessment. He used the Antwerp ring as an example, project in which he participated actively.

Mr. Pieter de Winne gave a brief introduction of the Flemish Roads Agency and the infrastructures of Flanders. He acknowledged that sustainability criteria are considered better in concrete pavements because they need less maintenance. He also mentioned the successful innovations created to reduce the rolling noise. Finally, Mr. de Winne recognised that LCCA is only applied exceptionally.

Mr. Antonio Paparella from the European Commission explained that time perspectives and environmental externalities are to be taken into account. He specified that LCC is an economic analysis, not an environmental assessment. The purposes of one and the other are different. He mentions the Discussion Paper “State of infrastructure maintenance” launched by the European Commission in September 2018 and encourages EUPAVE to participate.

Then followed a short debate and closing remarks by MEP Kouroumbashev.

He mentioned a serious accident that happened this summer in Bulgaria due to the bad condition of the asphalt. He underlined that public procurement differs much depending on the place in the EU where you are. “We should all aim at having more sustainable infrastructure. This is a job that affects all levels of administration”. Mr. Stéphane Nicoud concluded the debated and thanked the attendees for their presence and participation.
EUPAVE releases position paper “Tendering for sustainable infrastructure in the circular economy”

EUPAVE releases position paper “Tendering for sustainable infrastructure in the circular economy”

At the occasion of its Breakfast Debate on Wednesday 17 October, EUPAVE releases its latest position paper “Tendering for sustainable infrastructure in the circular economy”.

“Public authorities in the EU spend up to 14% of GDP on public procurement. Following a recent Communication from the European Commission, the majority of the public contracts awarded in the EU were just based on the lowest price criterion.

Despite the efforts made by the Commission and the European Parliament to add new criteria like sustainability and innovation, many Member States disregard this mandate and show a risk aversion to incorporate tools like Life Cycle Cost Analysis (LCCA) when assessing the awarding of public works. Nevertheless, the use of LCCA, in combination with other criteria, helps in making the right choice of solutions for sustainable, safer and lasting infrastructures needing few maintenance and respectful of the principles laid down by the circular economy.

EUPAVE is convinced that new public procurement and green procurement rules can become a ‘game changer’ in awarding public contracts and making circular economy a reality.”
Successful worksite visit of the E420 – N5 Couvin!

EUPAVE, FEBELCEM and the Belgian Road Association organised on Friday 9 November 2018 a worksite visit to the construction of the by-pass road E420 – N5 of Couvin in two-layered continuously reinforced concrete. The event gathered around 80 participants.

The project’s contracting authority is SPW (Public Service of the Walloon Region) and contractors are Bam Galère, Bam Contractors, Wanty and TRBA as subcontractor for the concrete paving activities.

The day started with words of welcome by Luc Rens, EUPAVE and Didier Masset, SPW. They presented the different partners: EUPAVE, FEBELCEM, the Belgian Road Association, the Belgian Concrete Association and the Public Service of the Walloon Region.

The worksite was presented by Delphine Cauchie, SPW.

The 14 km-long project links the N5 in Frasnes-les-Couvin with the French border at Brûli-Gué-d’Hossus.

Nathalie Balfroid, FEBELCEM, introduced the technique of two-layered CRCP.

Belgium is one of the pioneers in the development and use of CRCP with the main objective of eliminating the presence of transverse contracting joints and consequently also the problems and maintenance generated by these joints.

The main design principles were presented (type and position of reinforcement, concrete mix, active crack control,...) as well as the criteria to choose for either a single or two-layer concrete. In Couvin, a two-layer CRCP was chosen because of the improved acoustical characteristics for this type of pavement.

Filip Covemaeker, TRBA, ended the presentations by giving a few numbers and technical information on the project and the different types of slipform pavers and equipment used on this worksite.

The thickness of the pavement is 23 cm divided in a 17 cm bottom layer and a 6 cm top layer. The scheduled construction period for this second phase of the total project is 31 working days.

Around 14:30, all participants were invited to go by coach to visit the jobsite.

EUPAVE also organised together with FEBELCEM a second worksite visit for a French delegation the 15 November 2018.
EUPAVE Christmas Dinner Debate 2018 on perspectives and expectations for the coming years!

The European Concrete Paving Association (EUPAVE) celebrated its traditional Christmas dinner debate on Tuesday 11 December 2018 at La Belle Maraîchère, Ste Catherine Place in Brussels.

The theme of the dinner was this year “What are the perspectives and expectations for EUPAVE in the coming years”. Only Partners and Members of EUPAVE were invited to debate on the question.

The event started with a brief overview of 2018 by EUPAVE’s Communications and Office Manager, Elise Carabedian;

Luc Rens, Managing Director of EUPAVE, informed the participants with a view from inside EUPAVE while Stéphane Nicoud, EUPAVE’s President, presented EUPAVE’s strategic view.

Emiliano Alonso, EU Consultant for EUPAVE, gave the European angle of the Debate.

Finally, Anne Beeldens from AB-Roads gave an evaluation of 3 years of partnership with EUPAVE while Sergio Tortelli from HeidelbergCement gave his view on EUPAVE’s local network development.

A lively debate animated all dinner.
## IV. REPRESENTATION

<table>
<thead>
<tr>
<th>Month</th>
<th>Day</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>25</td>
<td>ERF WG Road Restraint System (Luc Rens)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ACEA Annual Reception (Luc Rens)</td>
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<tr>
<td>March</td>
<td>21</td>
<td>ETRAC Plenary Meeting (Elise Carabedian)</td>
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<td></td>
<td>26-28</td>
<td>Pavement Preservation and Recycling Summit, PPRS (Luc Rens)</td>
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<tr>
<td>April</td>
<td>23-28</td>
<td>INTERMAT (Elise Carabedian)</td>
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<td></td>
<td>24-26</td>
<td>Petrocem, Saint Petersbourg (Stéphane Nicoud)</td>
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<tr>
<td>June</td>
<td>6</td>
<td>Concrete Initiative workshop (Luc Rens)</td>
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<td></td>
<td>7-8</td>
<td>ERMCO Congress (Luc Rens)</td>
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<td></td>
<td>12</td>
<td>ERF Plenary Assembly (Luc Rens)</td>
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<tr>
<td>September</td>
<td>4</td>
<td>UNIFE Breakfast event (Elise Carabedian)</td>
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<td></td>
<td>25</td>
<td>ERF/ FIEC/ Caisse des dépôts et consignation joint conference (Luc Rens)</td>
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<tr>
<td>November</td>
<td>26</td>
<td>ACEA Event “Towards Zero” (Elise Carabedian)</td>
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<td></td>
<td>27</td>
<td>STA Conference (Elise Carabedian)</td>
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<tr>
<td>December</td>
<td>6</td>
<td>ERF Lab (Luc Rens)</td>
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<td></td>
<td>14</td>
<td>CIHT Luncheon Gomaco (Luc Rens)</td>
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</table>
Collaboration with stakeholders - in details

**ISCP (International Society for Concrete Pavements)**

Mr. Luc Rens continued in 2018 his position as a Director of the Board in ISCP and participated in the conference calls of the Board Meeting.

**PIARC (World Road Association)**

In 2018, Luc Rens participated as corresponding member in the Technical Committee E2 “Environment considerations in road projects and operations”.

**ERF (European Road Federation)**

EUPAVE continued membership of the European Union Road Federation and participated in the ERF working groups as well as other activities:

- ERF Plenary Assembly; Luc Rens participated in the ERF Plenary Assembly of 12 June 2018
- Luc Rens participated in the ERF WG on Road Restraint Systems meeting of 25 January 2018
- Luc Rens participated in the ERF/ FIEC/ Caisse des dépôts et consignation joint conference of 25 September 2018
- Elise Carabedian participated in the ERF/FEMA Breakfast at the European Parliament the 26 September 2018
- Luc Rens participated in the ERF Lab event the 6 December 2018

**ACEA (European Automobile Manufacturers’ Association)**

EUPAVE is an active participant in the work initiated by ACEA to quantify the contributions to reducing CO2 emissions from all actors in the road transport value chain. In this regard, pavements, and concrete pavements in particular, can contribute to reduced emissions from vehicles.

EUPAVE participated in various meetings organised by ACEA in 2018:
- Luc Rens participated in ACEA Annual Reception the 25 January 2018
- Elise Carabedian participated in ACEA Event “Towards Zero” the 26 November 2018
European Parliament

EUPAVE continued its regular contacts with Members of the European Parliament and hosted an event the 17 October 2018 (see EU Event).

ERTRAC (European Road Transport Research Advisory Council)

EUPAVE remained a member of ERTRAC in 2018. Elise Carabedian participated in ERTRAC Plenary meeting the 21 March 2018.

V. INTERNAL ORGANISATION

EUPAVE bodies had several meetings in 2018 in order to continue the work and progress in the internal organisation, to set out the strategy and decide on different forms of promotion, events and seminars. The Technical and Promotion Committee, EU Advocacy Working Group (WG), Best Practices WG and Concrete Safety Barriers WG serve as advisory body for the Board of Directors.

One ordinary General Assembly was held on 23 May 2018 in Brussels.

Four Board meetings were organised on:
→ 1 March 2018;
→ 23 May 2018;
→ 17 October 2018
→ 12 December 2018.

Four Technical and Promotion Committee meetings were held on:
→ 1 March 2018;
→ 23 May 2018;
→ 17 October 2018;
→ 12 December 2018.

Working Groups

Five EU Advocacy WG tele-conferences and one meeting were held on:
→ 17 January 2018
→ 20 April 2018;
→ 14 June 2018;
→ 11 September 2018;
→ 14 November 2018.

Seven Concrete Safety Barriers WG tele-conferences were held on:
→ 17 January 2018;
→ 19 February 2018;
→ 28 March 2018;
→ 24 May 2018;
→ 16 July 2018;
→ 3 October 2018;
→ 13 December 2018.

Three Best Practices WG tele-conferences were held on:
→ 29 January 2018;
→ 4 July 2018;
→ 5 October 2018.