



# ANNUAL REPORT

2018





# Table of contents

<b>I. ADMINISTRATIVE INFORMATION</b> .....	<b>1- 2</b>
a. Registered office	
c. President and Vice-President	
b. Bylaws	
d. Managing Director	
e. Secretary General	
f. Communications and Office Manager	
g. Resignation and Nomination of Directors	
<b>II. MEMBERSHIP AND PARTNERSHIP SITUATION</b> .....	<b>2-3</b>
<b>III. ACTIVITIES</b> .....	<b>4</b>
a. Website	
b. Newsletter	
c. Extranet	
d. Video	
e. EUPAVE Publications	
f. EUPAVE Events	
<b>IV. REPRESENTATION</b> .....	<b>16-19</b>
<b>V. INTERNAL WORK</b> .....	<b>19</b>

# 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 1<sup>st</sup> July 2018.

Mr. Rory Keogh from GOMACO took over the position on 1<sup>st</sup> 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 1<sup>st</sup> of July 2018 and Mr. Edwin Vermeulen took over Mr. André Burger's mandate as of 1<sup>st</sup> 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.

Members	Type of membership
Betonsuisse Marketing AG	Full
CEMBUREAU- European Cement Association	Full
Cement&Beton Centrum- Dutch Cement & Concrete Centre	Full
CIMBéton- Information Centre on Cement and its Applications	Full
FEBELCEM- Belgian Cement Association	Full
GOMACO	Full
HeidelbergCement	Full
LafargeHolcim	Full
InformationsZentrum Beton GmbH	Full
Oficemen- Spanish Cement Association	Full
Polish Cement Association	Full
VOEZ- Association of the Austrian Cement Industry	Full

Table 1: EUPAVE Full Members situation end 2018

Members	Type of membership
BBS Barriers	Associate
Britpave	Associate
CEMEX	Associate
Deltabloc International GmbH	Associate
ERMCO- European Ready Mix Concrete Association	Associate
Givasa	Associate
Gütegemeinschaft Betonschutzwand & Gleitformbau e.V.	Associate
Guntert & Zimmerman	Associate
Power Curbers Inc.	Associate
Turkish Cement Manufacturers' Association	Associate
WIRTGEN GmbH	Associate

Table 2: EUPAVE Associate Members situation end 2018

Members	Type of membership
AB-Roads	Partner
Carlos Jofré	Partner
Chem-Crete	Partner
Dn'E Construction	Partner
ECCRA	Partner
EUROVIA Beton GmbH	Partner
Haitsma Beton	Partner
KWS Infra B.v.	Partner
Otto Alte-Teigeler GmbH	Partner
Otto Brentzel	Partner
RISE CBI	Partner
Robuco	Partner
Sepehr Ghafari	Partner
SPECBEA	Partner
TRBA	Partner
Zeta Industry	Partner
ZBS	Partner

Table 3: EUPAVE Partners situation end 2018

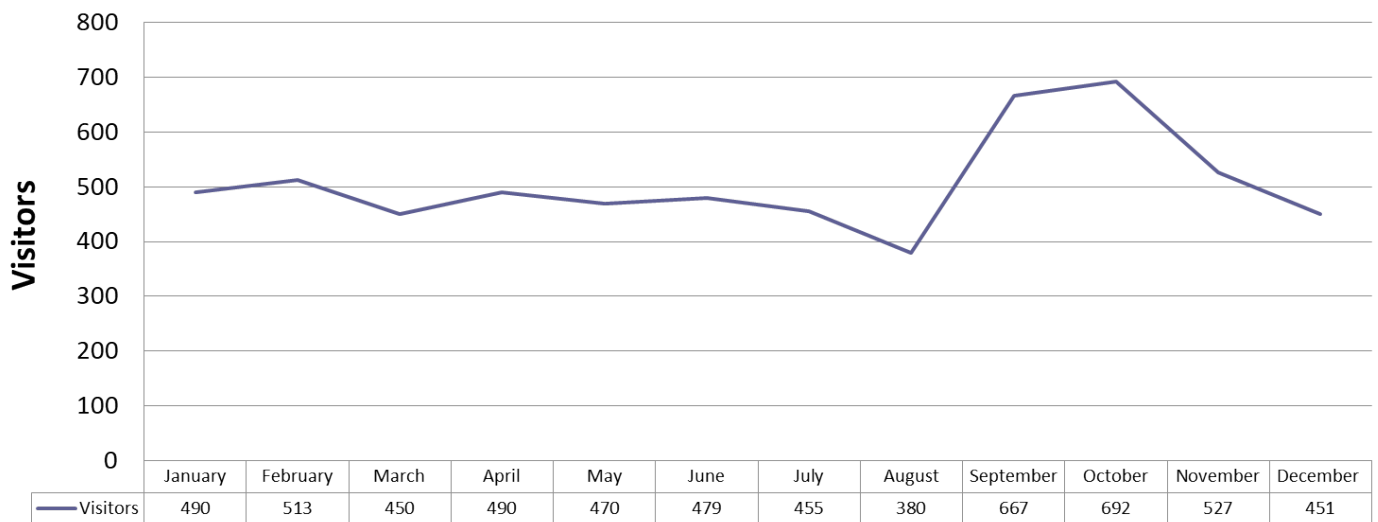
### III. ACTIVITIES

#### 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.

### Number of visitors per month



[www.eupave.eu](http://www.eupave.eu)

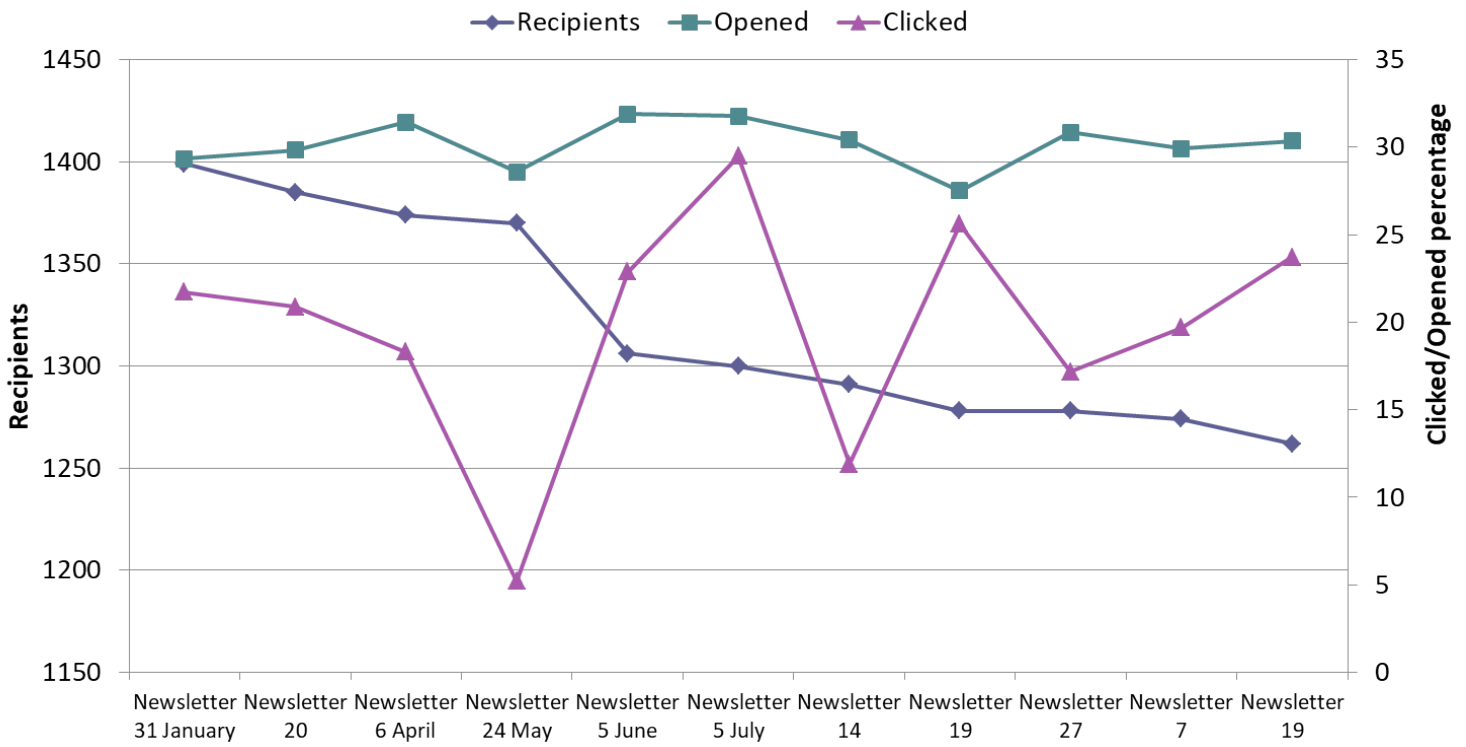


## b. Newsletter

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**





## 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**

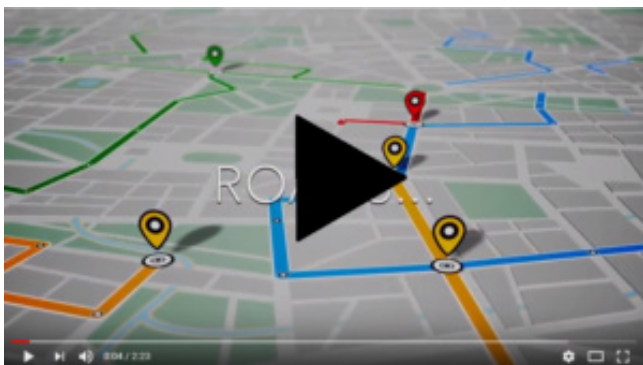
Documents of past workshops

#### **EUPAVE publications**

#### **Replies to EC Consultations**



## 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.

## e. EUPAVE Publications



### Concrete safety barriers: a safe and sustainable choice



March 2018 - EUPAVE released a new brochure entitled **“Concrete Safety Barriers: a safe and sustainable choice”**

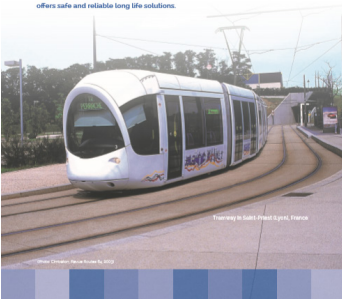
“Concrete safety barriers, both cast in situ and precast, have been used as vehicle restraint systems for more than 40 years. Their design and construction have been modified and improved in order to comply with the European standards EN 1314. Today, they offer a solution that meets the requirements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



### “Concrete: a Sustainable Partner of Urban Transport Infrastructure”

In the beginning of the 20<sup>th</sup> century, many European cities had a tramway, but those disappeared around the 1920's when the car became the modern way of transportation and metro lines were built in the big cities. However, tramways 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.



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, tramways 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.”



### A guide on the basic principles of Life-Cycle Cost Analysis (LCCA) of pavements



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 000m<sup>2</sup> 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.

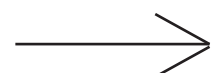
Jeanne Forêt, Chairwoman of the European Road Federation Road Restraint Systems Working Group, presented the activities of this WG such as the development of a dedicated website on road restraint systems [www.rrs.erf.be](http://www.rrs.erf.be), the drafting of a position paper on the role of Notified 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.





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

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.

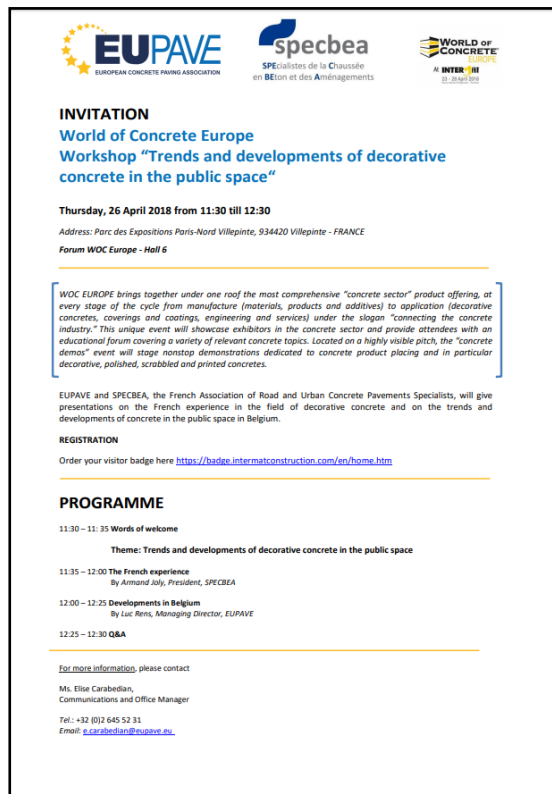
EUPAVE and SPECBEA presented the French experience in the field of decorative concrete and on the trends and developments of concrete in the public space in Belgium.



**WORLD OF CONCRETE® EUROPE**

**PARIS**  
**23-28 AVRIL 2018**

**SALON INTERNATIONAL DE LA FILIÈRE BÉTON**



**EUPAVE**  
EUROPEAN CONCRETE PAVING ASSOCIATION

**specbea**  
SPECIALISTES DE LA CHAUSSÉE  
en Béton et des Aménagements

**WORLD OF CONCRETE**  
EUROPE

**INTERCON**  
INTERNATIONAL CONSTRUCTION

**INVITATION**  
**World of Concrete Europe**  
**Workshop “Trends and developments of decorative concrete in the public space”**

**Thursday, 26 April 2018 from 11:30 till 12:30**  
Address: Parc des Expositions Paris-Nord Villepinte, 934420 Villepinte - FRANCE  
Forum WOC Europe - Hall 6

WOC EUROPE brings together under one roof the most comprehensive “concrete sector” product offering, at every stage of the cycle from manufacture (materials, products and additives) to application (decorative concretes, coverings and coatings, engineering and services) under the slogan “connecting the concrete industry.” This unique event will showcase exhibitors in the concrete sector and provide attendees with an educational forum covering a variety of relevant concrete topics. Located on a highly visible pitch, the “concrete demos” event will stage nonstop demonstrations dedicated to concrete product placing and in particular decorative, polished, scrubbed and printed concretes.

EUPAVE and SPECBEA, the French Association of Road and Urban Concrete Pavements Specialists, will give presentations on the French experience in the field of decorative concrete and on the trends and developments of concrete in the public space in Belgium.

**REGISTRATION**  
Order your visitor badge here <https://badge.intermatconstruction.com/en/home.htm>

**PROGRAMME**

11:30 – 11:35 Words of welcome  
Theme: Trends and developments of decorative concrete in the public space

11:35 – 12:00 The French experience  
By Armand Joly, President, SPECBEA

12:00 – 12:25 Developments in Belgium  
By Luc Rems, Managing Director, EUPAVE

12:25 – 12:30 Q&A

For more information, please contact  
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# - 13<sup>th</sup> International Symposium on Concrete Roads -

## Great success and a momentum for concrete pavements on the 13<sup>th</sup> International Symposium on Concrete Roads!



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-Betonstrassentagung” 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 Verkehrsflächen 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), Stéphane Nicoud, President of EUPAVE, Claude Van 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:

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



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## 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<sup>1</sup>.

Despite the efforts made by the Commission and the European Parliament to add new criteria like sustainability and innovation<sup>2</sup>, 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<sup>3</sup>.

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.

EUPAVE has been actively involved in the development of green public procurement (GPP) criteria for road construction<sup>4</sup>. It has advocated circular economy as a necessary change to switch towards an economic model that is more respectful to the environment and its limited resources<sup>5</sup>. Finally, it has also welcomed the Public Procurement Directive of 2014 and has highlighted its application and to provide guidance and expertise to its members, to the Member States and all contracting authorities across the European Union as the best way to achieve the previously mentioned goals<sup>6</sup>.

EUPAVE firmly believes that concrete roads can in many circumstances provide the most appropriate answer to achieve the goal of a more sustainable infrastructure.

In EU Green Public Procurement Criteria for Road Design<sup>7</sup>, the European Commission establishes that the awarding criteria to procurers of public tenders should be made, foremost, by means of a Life Cycle Assessment (LCA), which evaluates the impact of the main road elements over the entire life-cycle of the infrastructure including the impact from using the infrastructure.

Indeed, tenders awarded under LCA prioritise environmental performances over solely price-based criteria, thus entailing that more durable materials such as concrete are used in road construction<sup>8</sup>. Moreover, recycled aggregates from concrete demolition are used in road base applications or even in the production of new concrete for pavements. For example, the use of recycled concrete in the bottom layer of a two-layered concrete road has been a regular practice in Austria since the 1990s, with recycling rates of 60 up to 100% of the coarse aggregates, hence, the construction of concrete roads is made with respect to both the goals of GPP and circular economy.

With regard to the economic assessment of bids, both the EU Green Public Procurement Criteria for Road Design and the Public Procurement Directive placed for the use of LCCA/Life Cycle Cost Analysis. LCCA enables to take into consideration not only the initial investment cost but all the costs during the life cycle including periodical maintenance, rehabilitation, etc., leading to the most economically efficient decision. For this reason, EUPAVE's latest publication A guide on the basic principles of Life Cycle Cost Analysis (LCCA) of pavements, has been entirely dedicated to this important topic.

In addition it is possible to combine the LCCA with other criteria that relate to quality, social, environmental and innovative aspects. When concrete pavements are evaluated over the entire life cycle of the pavement, they can provide great performance in all those aspects, making them perfectly compatible with the sustainable construction philosophy.

EUPAVE acknowledges that the change towards more sustainable infrastructures may not be immediate but it is absolutely necessary.

Consequently, EUPAVE is committed to continue to provide guidance in using LCCA and GPP approaches to its members, to Member States and contracting authorities. This will result in better and long-lasting value for money and more sustainable infrastructures with increased respect towards circular economy.



Image: Concrete demolished to be used in road base applications or in the production of new concrete for pavements.

<sup>1</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, Making Public Procurement work in and for Europe, COM(2012) 232 final (October 2012)

<sup>2</sup> See Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014, on the award of concession contracts, Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and replacing Directive 2004/18/EC, and Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on procurement by entities operating in the water, energy, transport and postal services sectors and repealing Directive 2004/17/EC, (2014/2014)

<sup>3</sup> This has been the object of a complaint in the recent European Parliament resolution of 1 October 2018 on the public procurement strategy package (2018/0278)

<sup>4</sup> See EUPAVE's Position paper Green public procurement for road construction (October 2014)

<sup>5</sup> See EUPAVE's Position paper Concrete Road – An integral part of the circular economy (November 2019)

<sup>6</sup> See EUPAVE's Position paper EUPAVE calls on Member States to take full advantage of new EU rules on public procurement (October 2015)

<sup>7</sup> Commission Staff Working Document, EU Green Public Procurement Criteria for Road Design, Construction and Maintenance, SWD(2018) 202 final (June 2018)

<sup>8</sup> See at supra, Section 3.1.4, LCA performance of the main road elements.



## 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 Frasnesles-Couvin with the French border at Brûli-Guéd'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.

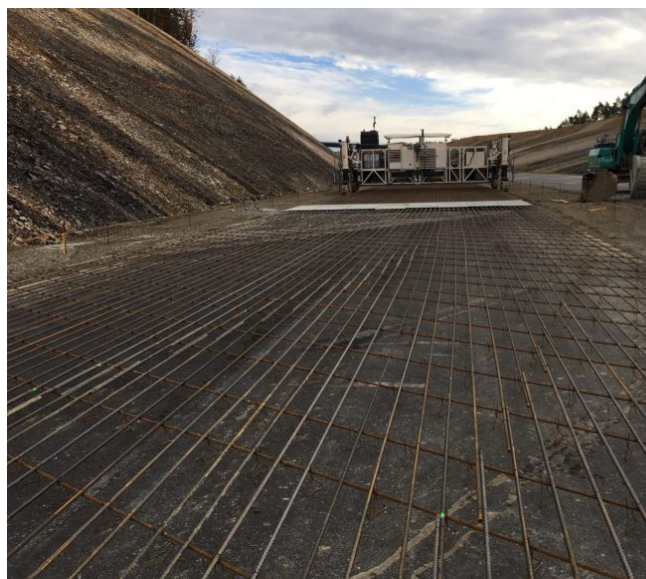
The main design principles were presented (type and position of reinforcement, concrete mix, active crack control,...) as well as the criteria to choose for either a single or two-layer concrete. In Couvin, a two-layer CRCP was chosen because of the improved acoustical characteristics for this type of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

Month	Day	Activity
January	25	ERF WG Road Restraint System (Luc Rens)
		ACEA Annual Reception (Luc Rens )
March	21	ERTRAC Plenary Meeting (Elise Carabedian)
	26-28	Pavement Preservation and Recycling Summit, PPRS (Luc Rens)
April	23-28	INTERMAT (Elise Carabedian)
	24-26	Petrocem, Saint Petersburg (Stéphane Nicoud)
June	6	Concrete Initiative workshop (Luc Rens)
	7-8	ERMCO Congress (Luc Rens)
	12	ERF Plenary Assembly (Luc Rens)
September	4	UNIFE Breakfast event (Elise Carabedian)
	25	ERF/ FIEC/ Caisse des dépôts et consignation joint conference (Luc Rens)
	26	ERF/FEMA Breakfast (Elise Carabedian)
November	26	ACEA Event "Towards Zero" (Elise Carabedian)
	27	STA Conference (Elise Carabedian)
December	6	ERF Lab (Luc Rens)
	14	CIHT Luncheon Gomaco (Luc Rens)



## 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 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.



