EUPAVE has been actively involved in the development of green public procurement (GPP) criteria for road construction. 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. Finally, it has also welcomed the Public Procurement Directives of 2014 and has highlighted its benefits. EUPAVE is committed to both encourage 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.

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, 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. 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 Directives plead 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.

---

1 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(2017) 572 final (October 2017).
3 This has been the object of complaint in the recent European Parliament resolution of 4 October 2018 on the public procurement strategy package (2017/2278(INI)).
4 See EUPAVE’s Position paper Green public procurement for road construction (October 2014).
5 See EUPAVE’s Position paper Concrete Roads – An integral part of the circular economy (November 2015).
6 See EUPAVE’s Position paper EUPAVE calls on Member States to take full advantage of new EU rules on public procurement (October 2016).
8 See ut supra, Section B14. LCA performance of the main road elements.