

- **CONCRETE ROADS CONGRESS HELD FOR THE FIRST TIME IN ANKARA**
- **CONCRETE ROADS CAN SAVE \$700 MILLION**
- **CONCRETE ROADS HAVE AN ECONOMIC LIFE OF MORE THAN 50 YEARS**

Held under the auspices of the Ministry of Transport and Infrastructure, and with technical support from the General Directorate of Highways (KGM), the Turkish Cement Manufacturers' Association (TÇMB) and the European Concrete Paving Association (EUPAVE) under the theme of “Superstructure Solutions for the Benefit of Society”, the “1st Concrete Roads Congress and Exhibition” kicked off at the Ankara KGM Halil Rifat Paşa Conference Hall with opening speeches, and with the participation of Enver İskurt, Deputy Minister of Transport and Infrastructure. In his opening speech, Dr. Tamer Saka, Chairman of the Board of the TÇMB, noted that the adoption of concrete roads, in addition to asphalt roads, would contribute to the country’s economy by reducing the current account deficit.

The “1st Concrete Roads Congress and Exhibition”, which served as a platform for the discussion of every aspect of concrete roads, based on the results of studies, including the technological developments witnessed in concrete road construction in Turkey to date, was held with the participation of Enver İskurt, Deputy Minister of Transport and Infrastructure, and Abdulkadir Uraloğlu, General Director of Roads. Representatives of the relevant departments of universities and related organizations, as well as stakeholders in the road sector in our country, came together at the Congress.

In his opening speech, Dr. Tamer Saka, Chairman of the Board of the TÇMB, noted that the adoption of concrete roads in addition to asphalt roads would contribute to the country’s economy by reducing the current account deficit. Saka said, “Concrete roads are a long-lasting, solid and domestic alternative that require very little maintenance or repair throughout their useful life. As you know, bitumen, the binder used in asphalt roads, is a byproduct of imported crude oil, for which we rely heavily on foreign resources. In contrast, cement and concrete are completely domestic products.”

50 years of service life

Mr.Saka stated that Continuously Reinforced Concrete Roads – as a solid and domestic alternative to asphalt in road and highway construction – are resistant to heavy vehicular traffic loads and has a service life of more than 50 years, and that “Roller Compacted Concrete Roads, which have started to be constructed in rural areas, are 40% more economical in terms of the initial construction cost, and last 3–4 times longer.”

Concrete Barriers Save Lives

Mr.Saka highlighted that concrete barriers reduce mortalities from road traffic accidents by around 20%, and are in wide use across Europe, suggesting that “Concrete barriers conforming to the EN 1317 standard should be in common use on traffic islands in our country.”

Concrete Roads can bring savings of \$700 million

In his opening speech at the Congress, Nihat Özdemir, Member of the Board of the TÇMB, said, “If 50% of the highways and state roads, 10% of provincial roads and 20% of the local administration road networks were to be constructed from concrete, we could save \$700 million in initial construction costs.” Mr.Özdemir highlighted, “We will thus save up to \$8.1 billion in 10 years when including maintenance and repair costs, as is the case in developed countries, and will have generated longer-lasting and even permanent solutions.” He further added: “We are the best producer of asphalt roads in the world. Let us also be the best producer of concrete roads. Let’s try different methods. We can construct composite roads with asphalt laid on concrete or fully concrete roads with an economic life of 50 years. Let’s review the results together. If it turns out to be for the benefit of our country, we can use both and create competition, thus leading to public welfare.”

The Concrete Roads Congress and Exhibition was held with the participation of more than 1,000 people, including managers and technical officials from domestic and foreign public institutions, municipalities and special provincial administrations, as well as academicians and representatives of the private sector. Participants from various countries, including the United States, Germany, Belgium, Chile, Poland and France, spoke about concrete road applications in their own countries, and specialists and academicians delivered a total of 24 presentations during the technical sessions.

About TÇMB

The Turkish Cement Manufacturers’ Association (TÇMB) is a non-governmental organization that was founded in 1957 with the status of an association. It represents a total of 66 organizations, including 49 integrated plants and 17 grinding plants. The TÇMB is the sole non-governmental organization representing the cement sector, which produces the most vital material for the development and construction of the country. Representing the Turkish cement sector internationally, the TÇMB has been a member of the European Cement Association since 1972 and has successfully accomplished many tasks in various areas, including research & development, training, international cooperation, certification, compilation of sectoral data, and cooperation with academia, non-governmental organizations and other stakeholders. As a member of the European Cement Association (CEMBUREAU), the TÇMB also handles the international relations of the Turkish cement sector.