

AV '23 CONFERENCE ASPHALT PAVEMENTS 2023

Updates from the European asphalt sector

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28 – 29 November 2023, České Budějovice

Motto: Let's asphalt out of the crisis



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- The European Green Deal is an integral part of the strategy to implement the United Nation's 2030 Agenda. All EU actions and policies will have to contribute to the European Green Deal objectives.
- It sets EU's greenhouse gas emission reductions target for 2030 of at least 55% and EU to become the first carbon-neutral continent by 2050.
- Action will focus in particular on resource-intensive sectors such as textiles, **construction**, electronics and plastics.
- Support the circular design, **prioritising reducing and reusing materials before recycling** them.
- **Reliable, comparable and verifiable information** plays an important part.

EU Taxonomy – defining sustainable



A classification system

Provides clarity on what is an environmentally sustainable activity and under which circumstances.



A measuring tool

Measures the degree of sustainability of an investment and the degree of green activities of companies



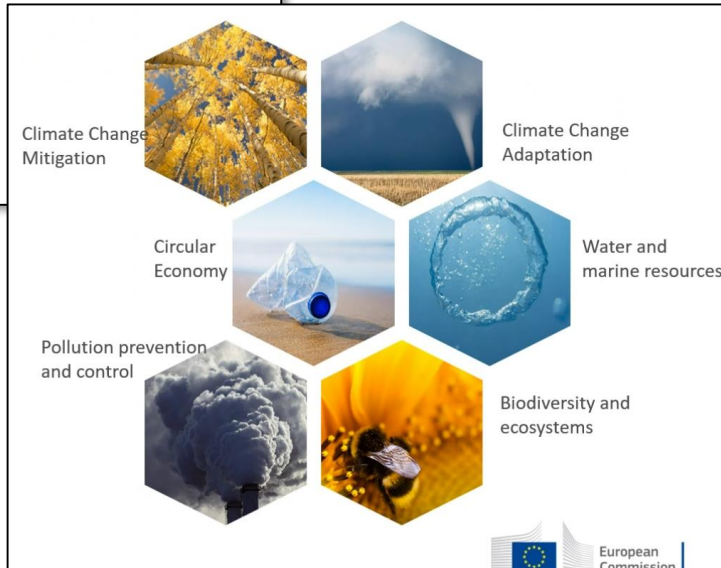
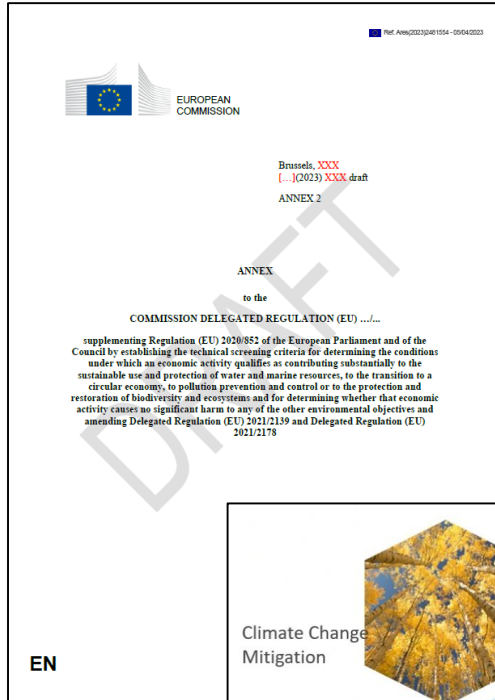
A transition tool

Helps investors and companies to plan and report on the transition. It sets the objectives and the direction of travel for different economic activities.

Ultimately, it helps raise the needed investments to build a net zero, resilient and environmentally sustainable economy.



EU Taxonomy



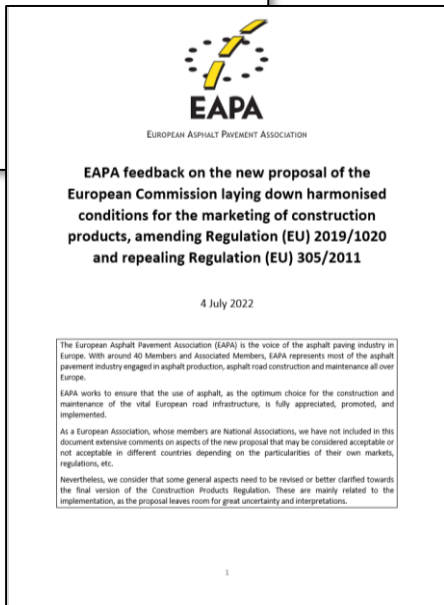
- Where main road elements (binder course, surface course or concrete slabs) are demolished or removed, 100% (by mass in kilogrammes) of the non-hazardous waste generated onsite is prepared for re-use or recycling.
- Where road elements are newly installed after demolition or removal, at least 50% (by mass in kilogrammes) of the structural road elements used are re-used or recycled materials.
- Where newly installed, the binder course has a service lifetime no shorter than 20 years.

Revision of the Construction Products Regulation

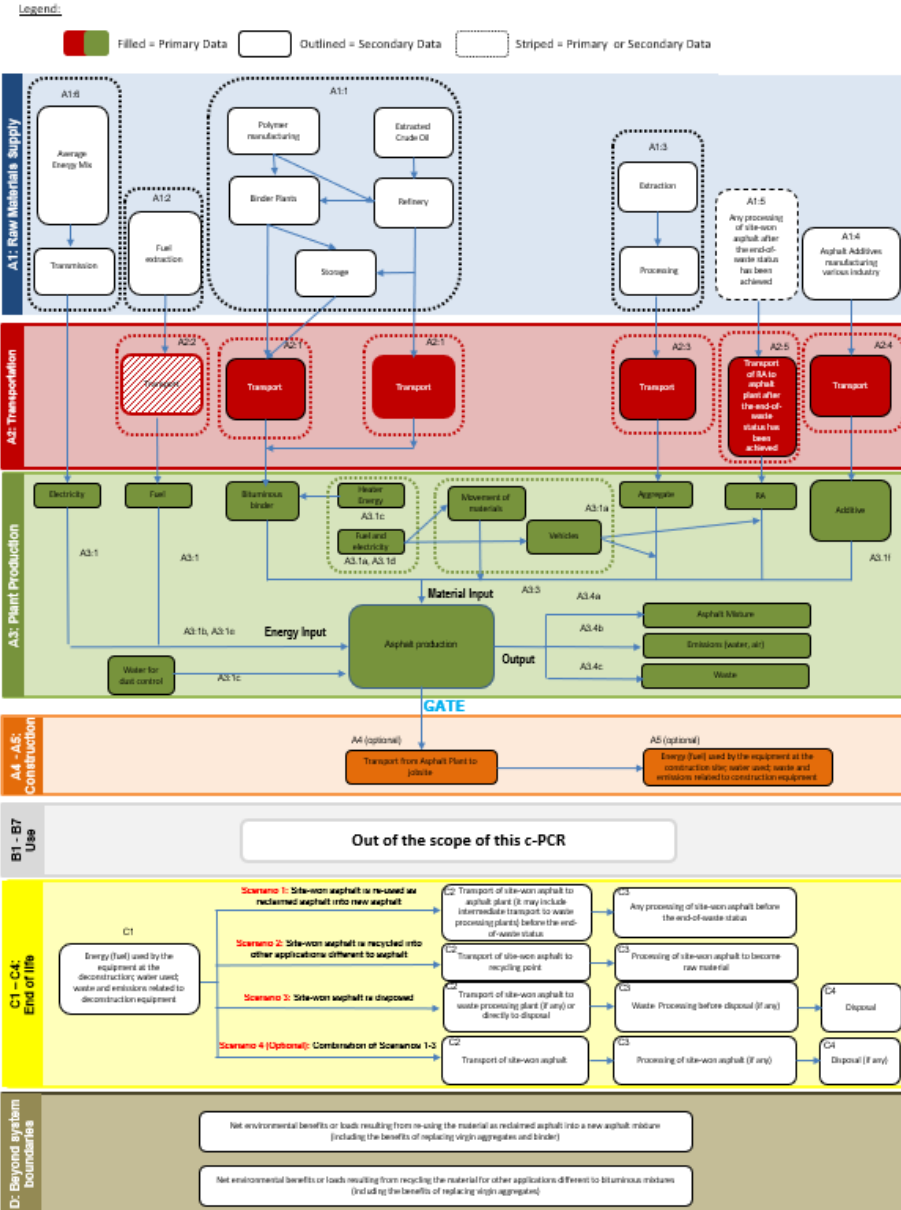


- Following public consultations at the end of 2020, the European Commission published, on March 30, 2022, a proposal for the revision of the Construction Products Regulation.
- In the current version (305/2011) it is established that the Declaration of Performance must contain (among other things) the performance of at least one of the essential characteristics of the construction product, relevant to the declared intended use or uses.
- In the new proposal, it is indicated that the declaration of benefits will cover at least:

- (a) climate change effects (mandatory);
- (b) ozone depletion;
- (c) acidification potential;
- (d) eutrophication aquatic freshwater;
- (e) eutrophication aquatic marine;
- (f) eutrophication terrestrial;
- (g) photochemical ozone;
- (h) abiotic depletion – minerals, metals;
- (i) abiotic depletion – fossil fuels;
- (j) water use;
- (k) particulate matter;
- (l) ionizing radiation, human health;
- (m) eco-toxicity, freshwater;
- (n) human toxicity, cancer;
- (o) human toxicity, non-cancer;
- (p) land use related impacts.



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Core rules for the EPD of construction products EN 15804+A2:2019



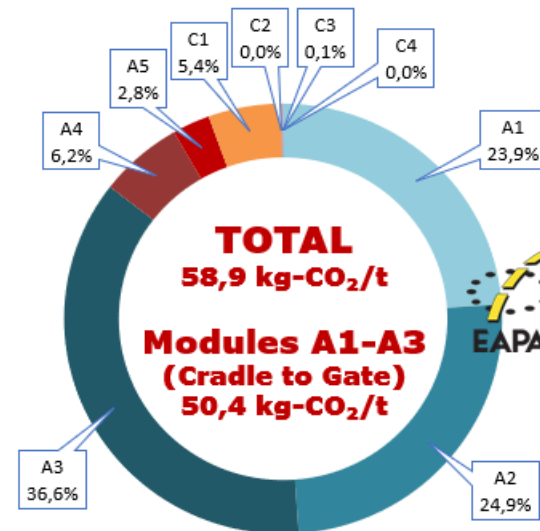
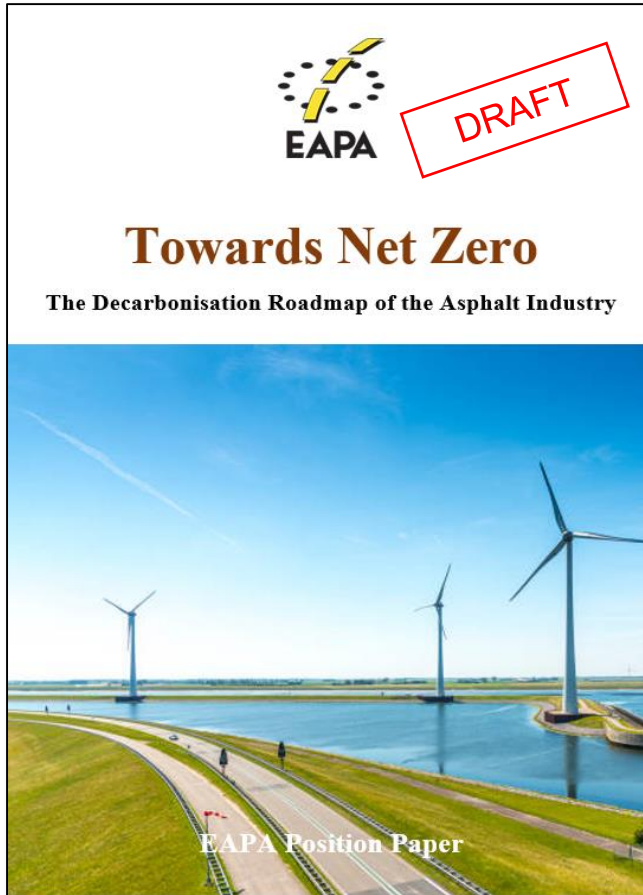
Product Category Rules for Asphalt mixtures - Close to be approved



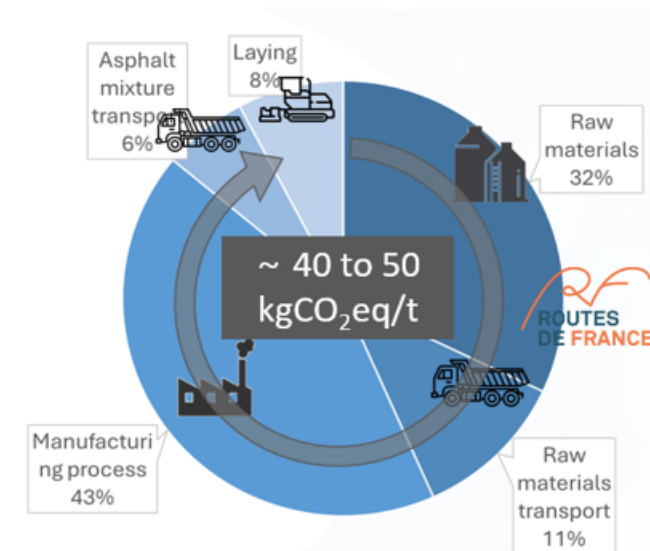
Environmental Product Declaration of a specific asphalt mixture



- The first action was to establish an emissions reference that was as representative as possible of the European context.
- With this objective and knowing that the situation can vary significantly from one country to another, EAPA created a questionnaire for National Associations.

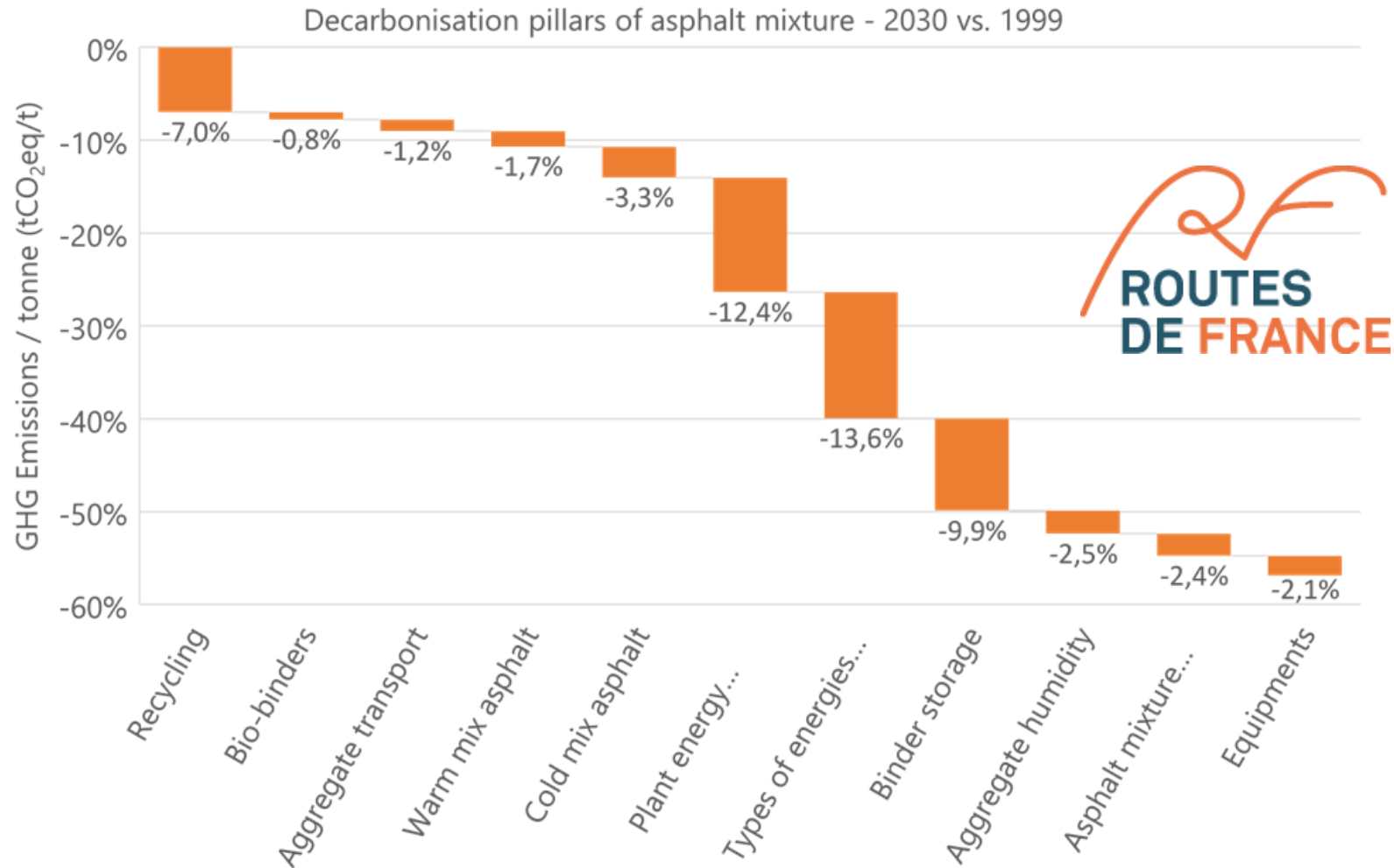


Europe
(preliminary results)



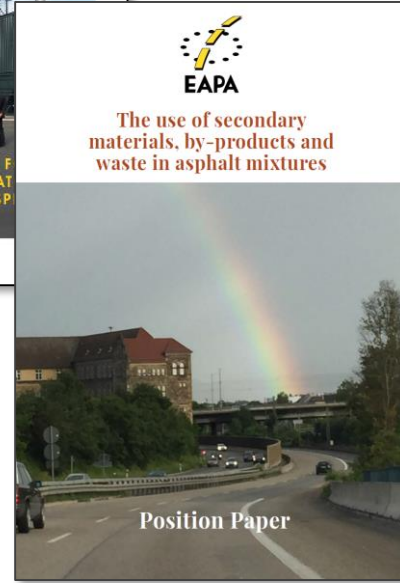
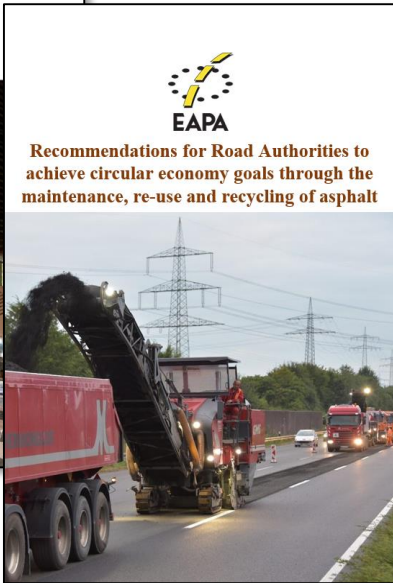
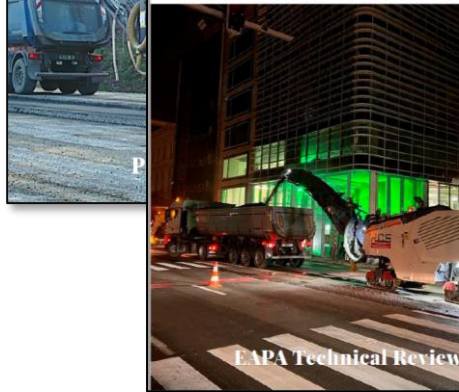
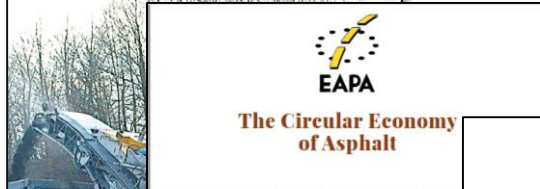
France
(published by Routes de France)

Routes de France presented at the WRC 2023 a very comprehensive national roadmap.



**Total
– 57,0%
By 2030**

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Manifesto of the European Asphalt Pavement Association on the occasion of its 50th Anniversary 1973-2023



To establish a common understanding among European National and Regional Road Authorities to include vehicle CO₂ considerations in road maintenance strategies and procurement policies and ensure a minimum state of maintenance of our road networks.

To encourage and support National and Regional Road Authorities to stimulate demand for the use of sustainable solutions in roads construction and maintenance, which optimise the criteria of sustainability, circular economy, eco-design and quality, through effective maintenance strategies, the use of reclaimed asphalt coming from existing pavements and the use of low-temperature techniques.

To set up regulatory plans, in which "asphalt" is never considered as a "waste" by establishing reasonable end-of-waste criteria for site-won asphalt. If the owner of the road can declare that the asphalt layers to be milled are not hazardous, the extracted material should be automatically declared as a "by-product" or "secondary raw material". Thus, its stockpiling and application should be permitted over the following years, in order to ensure that site-won asphalt is re-used into asphalt mixtures or, at least, recycled for other applications.

To prevent the introduction of waste materials and by-products from other industries into asphalt, which could compromise certain fundamental characteristics. Alternative components proposed to the asphalt industry must be only incorporated into asphalt if it can be demonstrated through a Risk Assessment process, that now and in the future, there will not be disadvantages concerning circularity, health and safety, environmental impact, value for money, technical performance and competitiveness of asphalt solutions.

To embrace the digital transformation of the asphalt paving industry, the so-called Asphalt 4.0, to push forward the efficiency, productivity, quality, reliability, sustainability and customer experience of the asphalt paving sector.

To exploit innovations, such as embedded sensors, energy harvesting pavements or road-vehicle communication systems to facilitate the transition towards the new road mobility, hand-in-hand with the development of connected, automated, electric and heavy-duty vehicles.

To establish a common procurement understanding across the EU, which enables innovative, rather than the lowest initial cost, solutions in tendering processes, with reasonable shared risk. Also, to set up balanced R&D Programmes developed and steered collaboratively by industry and road owners/operators with a focus on real needs, with reduced duplication of effort across the EU and to deliver real-life solutions in real projects.

To undertake initiatives based on green and digital technologies, which makes our sector more attractive for the youngest generations.

To get in closer contact with Academics and Researchers, to make sure that their efforts target real needs in the industry and that their developments are transformed in practical implementations.

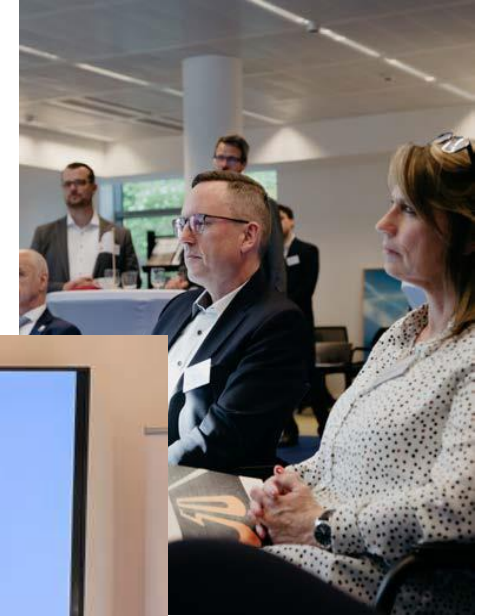
To communicate and create outreach by publishing reports, media content and post on social media about the benefits of successful implementations to increase the visibility and reliability of the technology among other industrialists, administrations, policymakers and regulators.



Philippe Moseley
European Commission



Ismail Ertug
European Parliament

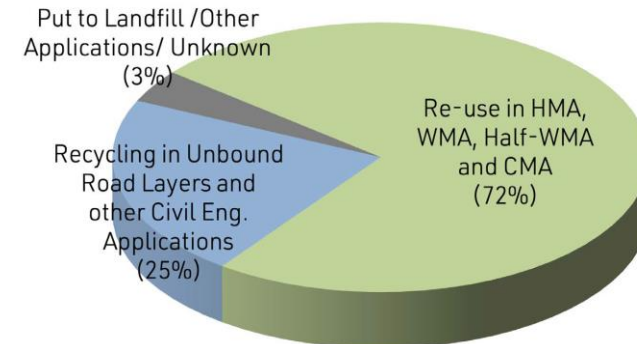
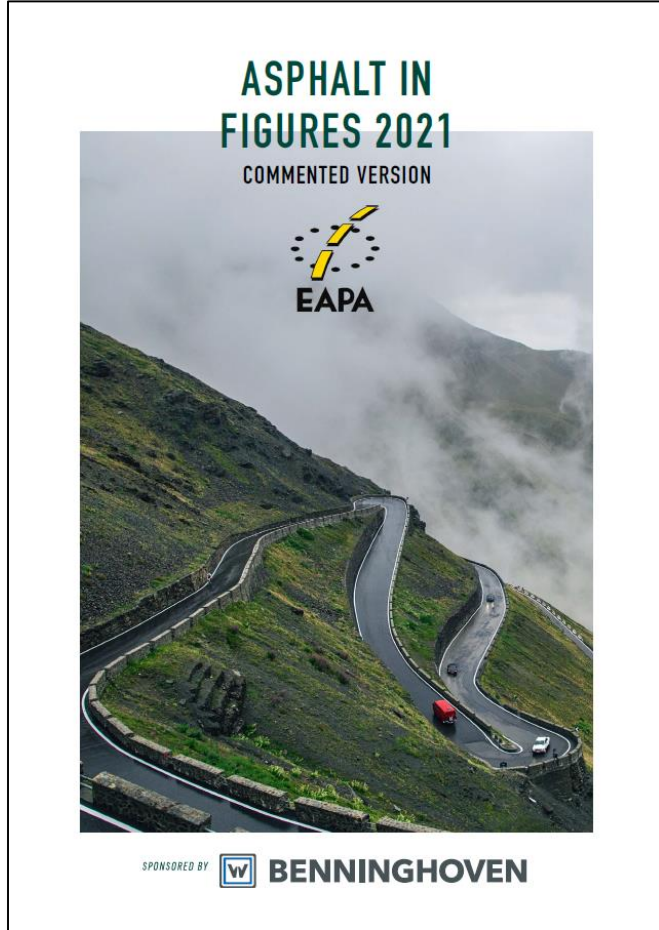


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TABLE 5. RE-USE AND RECYCLING

RE-USE AND RECYCLING OF RECLAIMED ASPHALT IN 2021

Country	Total amount of site-won asphalt generated in 2021 in tonnes	Amount of reclaimed asphalt available to be used by the asphalt industry in 2021 in tonnes	% of available reclaimed asphalt used in							Total Re-use	Total Recycling	Total Landfill	
			Hot and Warm Mix Asphalt Production	Half Warm Mix Asphalt Production	On-Site Cold Recycling**	Plant Cold Recycling**	Unbound Road Layers	Other Civil Engineering Applications	Put to Landfill / Other Applications / Unknown				
Austria	1.850.000	900.000	85	0	5	0	10	0	0	90	10	0	
Belgium	1.343.000	1.506.000	no data	no data	no data	no data	no data	no data	no data	71	no data	no data	
Croatia	390.000	390.000	30	0	11	6	0	0	53	47	0	53	
Czech Rep	2.700.000	2.400.000	20	0	25	5	25	10	15	50	35	15	
Denmark	1.372.000*	1.172.000	85				15	no data	no data	85	15	no data	
Finland	1.000.000	no data	no data	no data	no data	no data	no data	no data	no data	no data	no data	no data	
France	9.000.000	6.900.000	77		no data	no data	no data	no data	no data	77	23	0	
Germany	14.000.000	11.600.000*	85	0	0	0	15	0	0	85	15	0	
Great Britain	6.215.331*	3.100.000*	no data	no data	no data	no data	no data	no data	no data	36*	64*	<1*	
Hungary	250.000*	160.000	98	0	0	0	2	0	0	98	2	0	
Ireland	500.000*	200.000*	45*	no data	no data	no data	no data	no data	no data	45	no data	no data	
Italy	11.000.000	no data	30	70							no data	no data	no data
Norway	1.129.512	1.172.618	46	0	0	1	54	0	0	46	54	0	
Slovakia	82.134	70.946	63	0	29	0	8	0	0	92	8	0	
Slovenia	200.000	79.000	40	0	3	2	5	18	32	45	23	32	
Spain	3.050.000	2.495.000	61	0	6	0	15	18	0,01	66	34	0	
Turkey	1.927.000	20.000	0,5	0	0	0,5	99	0	0	1	99	0	
USA	91.000.000	90.000.000	95	0	0	0,1	4	0,2	0,1	95	4	0,1	



<https://eapa.org/asphalt-in-figures/>



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19 – 21 JUNE 2024

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Thank you!

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