First, a very happy New Year to all our members and other recipients of this Newsletter! I hope that 2012 will bring us all some much needed encouragement about the future of our very valuable and essential industry!

2011, meanwhile, will probably not be remembered by the general public for much good news! On the world front, we will all have been astonished at the power of the earthquake in Japan and the subsequent tsunami that did so much horrendous damage and killed so many thousands of people. The Middle East and its surrounding nations along the North African coast and further East towards Pakistan have seen much upheaval, which has certainly not yet run its course. And Europe has also had its troubles, in particular within the Euro zone, which have made trading conditions, both within and between those nations extremely challenging!

For EAPA the year 2011 was generally positive, even though some members felt the pressure of economic downturns more than others. We have been able to welcome many new Associate Members, which has given our work a terrific boost through the interest shown by them in our Committees and other aspects. The General Council Assembly in Cambridge was a happy and successful event and allowed us to share important developments with our American colleagues: and the extraordinary gathering in Paris in October to review the IARC Monograph result brought us all together for a second time in the year. The Monograph result, which categorised bitumen fumes for paving applications at 2B, was probably as good as the paving asphalt industry could realistically have expected, even though the extensive tests that had been underwritten by the industry indicated no direct link between those fumes and any additional risk of cancer. We now know that paving asphalt is seen to be in the same category as coffee or mobile phones, which are widely used by the population without risk or the need for precautionary requirements. We may have to underwrite some more scientific work, however, to better understand what the implications are of the so-called “mechanistic” effects, which were cited in the Lancet article as the reason for the new classification of 2B instead of 3, but this will become clearer as we progress through 2012.

Looking ahead to this coming year, there is much to do and much to which to look forward! I am confident that we will be able to welcome back two old members after several years absence: and we want to attract some more plant and equipment producers to Associate Membership, as well as hopefully some new national associations. As mentioned above, we suspect that we will need to commit some finance to underpin more scientific studies in the wake of the Monograph report and this will become clearer in a few months time.

Our main event this year is the 5th Euraphalt and Eurobitume Congress, a quadrennial three day series of presentations and exhibitions. This takes place in Istanbul between 13th and 15th of June and I look forward to seeing as many of you and your colleagues there as possible. On the afternoon of Tuesday 12th we will hold our annual General Council Assembly and on the afternoon of Friday 15th we hope to have a first joint meeting with the plant and equipment producers, with a clear agenda to review what actions may need to be taken to continue to reduce the exposure to bitumen emissions (lower temperatures, engineering controls on pavers) and energy reduction and intelligent paving and compacting.

In other areas, I foresee that we will need to work ever more closely with like-minded bodies in Brussels to persuade politicians that they need to invest more in the expansion and maintenance of our road inventory. In that context I was hugely disappointed by the most recent Commission Communication on the European Transport Network, whose emphasis was entirely on rail and inland waterway improvements and no mention at all on the existing road infrastructure and its importance to the economy of Europe and its individual member states. One concept that I have in mind is to make more use of the various social networks – Facebook, Twitter, etc – to excite some reaction from the general population and encourage both Commission officials and Members of the European Parliament to think again about the need for proper investment in this key aspect of infrastructure. I shall look forward to working with you all to see whether this idea has merit and then to see how we can make it work effectively!

As we welcome in 2012, I hope that as many of you as possible will be able to participate in our Committee work, attend the General Council Assembly and the E&E Congress in Istanbul and enjoy the facilities and advice that we can deliver to help you in your own important daily tasks.

Meanwhile, with all good wishes for the year ahead,

Simon van der Byl
EXCO MEETINGS

Three Executive Committee meetings were held during the year, the first two of which have already been described in earlier Newsletters. One key point to make, however, is that the Executive Committee is now de facto the Board of EAPA. In that context discussion on the financial situation of EAPA will always be a main topic on the agenda and the October meeting was no exception. The good news was that the Association’s finances were (and remain) in reasonable shape! The other key item was the IARC Monograph result and its implications for EAPA in the future, the substance of which has been reported elsewhere in this Newsletter. The predicted discussion on future staffing, including the succession of the Secretary General, was deferred until the January 2012 meeting.

JOINT EXCO MEETINGS

There were only two joint Executive Committee meetings, held with the Board of Eurobitume, the first in July (reported earlier) and the second coincident with the EAPA ExCo meeting in October. The latter was conducted via teleconference, as the Eurobitume Board was holding its own meeting in Brussels the same day.

The single most important issue on the agenda was the IARC Monograph result and the way forward for both organisations in the wake of the conclusion of that report (see also the short report on the EAPA Board meeting). In particular, how the issue should be covered at the E&E Congress in June was a key element. Where possible, these joint meetings are held at the same location and broad time as the EAPA Board meetings, so as to best utilise the time of the busy company executives present.

IARC

As reported elsewhere, not least in direct communications with members of the Association, the International Agency for Research into Cancer, IARC, a section of the World Health Organisation and based in Lyons, published its judgment of the categories for bitumen fumes in two main scenarios: paving and roofing.

EAPA, together with colleagues from the asphalt and bitumen industries in Europe and the United States, had underwritten a range of scientific studies, over almost a decade, into the effects of bitumen fumes on human health, which broadly concluded that there was no direct link between bitumen fumes and the onset of cancer. The subsequent Lancet article, published in December 2011, reported that, for paving applications, “there was inadequate evidence for the carcinogenicity of straight-run bitumens”. It went on to say: “However, the strong evidence for mutagenic and genotoxic effects in exposed pavers led to the classification of occupational exposures to straight-run bitumens and their fume condensates during road paving as “possibly carcinogenic to humans” and thus IARC classified them as Category 2B, a category shared with mobile phones and coffee! The implication of this for our industry may be that we will need to underwrite a further set of studies into exactly what this apparent “mechanistic” linkage means and this will be discussed further in the appropriate committee structures of EAPA in the early part of 2012.
The EAPA HS(E) Committee had a meeting 26th October 2011 in Paris.

A summary of the meeting:

**Health items**
- UV protection was discussed. This issue involves all contractors in Europe, so it was decided to discuss it in the European Construction Forum.
- The draft report of the Joint task group “From DNEL to OEL” was discussed. A European OEL was seen as a good route.
- Henri Molleran gave a summary of the IARC Monograph process in Lyon.
- There was a summary of the tests done at the WMA test sections in Norway

**Safety items**
- It was decided to creating a document to generate awareness in the general public to protect our workers. A small Working Group will draft the framework. The scope of the Working Group is to provide the member states good examples as a lobbying tool for EAPA at European Level. Data are needed to show how big the problem is.

**Other items discussed were**
- Inconsistencies in the European regulations: EAPA will write a letter to the EU regarding European schedule of occupational diseases.
- E&E Congress 2012

The next EAPA TC / HSE Committee meeting will be held on **24 April in Brussels**.

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The first Environment meeting was held on 26 October 2011 in Paris. As the HS(E) Committee and the TC are both addressing environmental issues it was decided to have the HS(E) and the TC meeting after each other and an Environment meeting in between.

The main items discussed were:
- Environmental Product Declaration: state-of-the-art of the developments in Norway
- Technical implications arising from DNEL/OEL
- Carbon Footprint: Update of UK’s asPECT and SEVE of USIRF
- Update regarding the EU Emission Trade System
- WMA in Norway: In Norway they built 11 test sections and during the construction they measured fumes and the workability of the mixes and addressed the technical quality. On 17 November 2011 the results will be presented in Norway (for more details: See the separate article in this Newsletter) and in the next EAPA Environment meeting Roar Telle will explain the results
- The need of a revision of the LCI was discussed. Germany has national data. In the UK they have asPECT module and in France they did LCI update which is being peer reviewed at this moment.
- The EAPA work that was done in 1999 and 2000 is still alive under many national systems. A revision of the LCI study was not regarded as having a high priority because IARC studies might be more important.
- Climate change effects
- Update regarding the Waste Framework Directive
- The important Environmental items EAPA should concentrate on
- Update on CEN TC351 issues
- A bio-bitumen and bio-asphalt FP-7 proposal

The next EAPA Environment meeting will be held on **24 April in Brussels**.
EAPA TECHNICAL COMMITTEE

The EAPA Technical Committee had a meeting on 27 October 2011 in Paris. The TC is working on 3 EAPA Position papers which were discussed. The papers are:

- Recycling
- Rubber in Asphalt Pavements
- Asphalt Pavements on Bridge Decks

The goal is to have these draft position papers ready for approval in June 2012.

Other items that were discussed are:

- The progress of the Joint EAPA Eurobitume Task Force “Ageing Mixture Durability”
- Opportunities from Climate Change
- CEN TC 227/WG1 “Bituminous Mixtures” issues. It was decided that the standardisation of Cold Mixtures have to be pushed.
- The promotion of WMA. The proof of Durability will be a key item.
- CEN TC351 update including TC 154 TG13 / CEN TC227 WG6 activities
- CEN TC336 WG1 “Bituminous Binders for Paving”
- E&E Congress 2012 update. The possibility of organising a meeting with asphalt plant and equipment manufacturers directly after the E&E Congress on Friday 15 June 2012 in Istanbul was discussed. Once a year a meeting of plant and equipment producers was seen as a good idea as well as a first meeting on Friday after the E&E Congress in Istanbul.
- The FEHRL “Forever Open Roads” project
- Elastic recovery of modified bitumen
- Rolling resistance and Fuel efficiency
- The Alarm survey held every year in the UK; This was mentioned as a very good initiative.
- The Re-Road project

The next EAPA TC meeting will be held on 25 April 2011 in Brussels.
FROM DNEL TO OEL

In the December the Joint EAPA-Eurobitume Task Force “From DNEL to OEL” discussed its draft Reference document and finalised it. This Reference document can be discussed and approved in the Joint EAPA-Eurobitume Executive Committee meeting in January 2012.

The Reference document “Guidance for the asphalt and bitumen industry” regarding the derivation and application of Derived No-Effect Levels (DNEL) under REACH and the relationship of these to workplace Occupational Exposure Levels (OEL)” provides the asphalt and bitumen industries information on the differences and potential links between DNELs and OELs. It also includes recommendations for both a recommended standard method for measuring occupational exposure to bitumen emissions and possible approaches for the reduction and management of exposure to bitumen air emissions in the workplace. In summary, the intent is to provide a supporting document to enhance understanding of the complex issues relating to DNELs and to serve as a common reference document for future discussions with Authorities at European and National levels.

In December the Joint Task Force also discussed the need for Industry OEL / European OEL. It was decided to wait until the results of the European Chemicals Agency (ECHA) Workshop are known. This workshop will be held in the first quarter of 2012. It is important to know the pro’s and con’s of an European OEL before making a decision regarding. If it is decided to work on a European OEL a new Task Force will be created.

AGEING - MIXTURE DURABILITY

The Joint EAPA-Eurobitume Task Group “Ageing – Mixture Durability” finalised its ‘State of the art’ report describing how to avoid premature failures due to ageing (Guide for good practice). This report was written as a paper for the E&E Congress 2012. If the Executive Committees of EAPA and Eurobitume approve this report, the work of the Joint Task Group has been finalised.

The report describes the main elements that can influence durability of pavements with a focus on examples of premature failures. It also gives an analysis of contributing factors, examined with reference to current available lab evaluations. The short and long term ageing behaviour and the correlation with ageing of asphalt and bitumen is described. Good practices to improve durability is given by describing best practice for building durable roads and by describing how premature failures due to ageing can be avoided or reduced.

In the conclusion it is mentioned: For complex binders (PMBs) a conditioning procedure for long term ageing is needed to be able to characterise the bitumen behaviour that reflects the ageing process in the field over the design life of the asphalt. There are several procedures available for long term ageing of bitumen and CEN TC336 is evaluating these procedures for incorporation into European bitumen standards. Also for asphalt mixtures a good conditioning procedure for long term aging is needed.
The Joint EAPA-Eurobitume Task Group “Common Asphalt brochure”
produced the EAPA – Eurobitume brochure “Asphalt Paving – Fit for
tomorrow”. This overall brochure is showing the essential advantages of asphalt and can be seen as a response to the Sustainability brochure of concrete industry.

The brochure is meant for the road authorities and the general public and shows the benefits of asphalt. It also gives scientific based decision making- and economical arguments for choosing asphalt.

An electronic version of the brochure can be found on the EAPA website. For hard copies of this brochure, please contact the EAPA secretariat.

Asphalt Paving – Fit for Tomorrow

The preparations for the E&E Congress 2012 are going well. The Online registration on the official E&E Congress website (www.eecongress.org) is now open to register for the congress and to book hotel accommodation. By booking before 31st March 2012 you can take advantage of the early bird offer and save € 200 on your registration fee.

More than 95% of the exhibition space has been sold as well as many sponsor opportunities. Because of the interest of companies to participate in the exhibition, it was decided to extend the exhibition space. So there is still space to participate in the exhibition.

Over 280 technical papers were submitted and they are now in the official review process - this is record number for some time!

The Technical Programme Committee met recently and the titles of the sessions are:

- Opening Session
- Session 1 : Introduction into conference themes by invited keynote speakers - part 1
- Session 2 : Introduction into conference themes by invited keynote speakers - part 2
- Session 3 : Health, Safety and Social issues
- Session 4 : Sustainability, Energy use and Climate Change
- Meet the authors - Poster Session
- Session 5 : Resource use and recycling
- Session 6 : Warm Mix Asphalt and Low Temperature Techniques
- Session 7 : Durability & performance – Binders
- Session 8 : Durability & performance – Mixtures
- Closing session

More details can be found at the Congress website and in the brochure “Invitation to Register” that can be found at the Congress website too.

The Venue for the Evening event of the Congress on Wednesday 13th June has been confirmed as the beautiful location of the Sait Halim Pasha Mansion - admission included in your registration fee.

We are looking forward to meeting you all in Istanbul in June 2012.
EAPA’S ASPHALT IN FIGURES 2010

The European asphalt production figures of 2010 are available. Next to the production figures of European countries it shows also many other data, like application data, the use of binders, asphalt mixture types used in surface layers, the use of Warm Mix Asphalt, recycling data, the number of asphalt producing companies and the number of asphalt plants in Europe.

Asphalt in Figures 2010 can be downloaded from the EAPA website.

WORK WITH OTHER ORGANISATIONS

EAPA has engaged strongly with other organisations during 2011, with the express objective of ensuring that the voice of the asphalt industry is well heard in the appropriate quarters and that investment in the roads sector is robustly encouraged! In particular, we have been actively participating in valuable work with:

European Construction Forum

While the remit of the ECF is wider than just transport infrastructure, our aim has been to ensure that this vital piece of the total construction jigsaw puzzle is not forgotten and that the road element within the infrastructure package is given due weight. The immediate objective for 2012 is to build on the “Manifesto”, launched in November 2010, and to hold some Parliamentary briefings in the early part of 2012 on the need for investment in all forms of construction.

European Road Federation

We have kept close touch with the ERF during the year and it, for its own part, has accelerated its lobbying efforts in the roads sector. We are currently actively working with the ERF on several fronts, not least a social network campaign for improved investment in new road infrastructure and better maintenance of the existing network, as well as work towards persuading road owners that they need a better appreciation of the asset value of their current road networks, so as to get across the message that a proper percentage of that asset value should be spent on maintenance.

UEPG Transport Committee

UEPG is the European Aggregates Association and it has, as a part of its committee structure, a Transport Committee. While this is fundamentally concerned with the transport of aggregates (a bulk material), its work strays into the need for good enough roads for that purpose and into the structures of those roads. For that reason we have joined the committee, as we will need to have an influence over decisions that may affect truck sizes, wheel and axle loading, etc.

European Commission issues

We have participated, as appropriate, in surveys and consultations with the EC on relevant aspects of its work, such as the recent Communication on the Improvement of the European Transport Network. This long document emerged in late 2011 and is totally inadequate. Together with the ERF and other Associations, we intend to mount a lobbying action to try to get the Commission to appreciate that rail and waterway transport systems are not the only way that the TEN can be improved, which seems to be the theme of the Communication! This will also form a part of the social network campaign mentioned above.
ASPHALT STANDARDS

The CEN TC227 WG1 “Bituminous Mixtures” had a meeting on 6 and 7 October 2011 in Delft, the Netherlands.

Test methods

For “Resistance to scuffing” (prEN 12697-50) Task Group 2 “Test methods” had chosen for the so-called ARTe test method. This is the “Aachener Reibungstester” which was developed at the German Institut für Strassenwesen Aachen. A “blind” study concluded that at this moment the ARTe-test is the most suitable laboratory test to simulate the effect of shear forces induced by traffic.

It was decided to progress this test method for CEN enquiry, with the stated aim of gaining knowledge and experience with the procedure, for WG1 to subsequently review.

After the CEN enquiry the process will stop for a while to gain knowledge and experience with this ARTe test procedure. An Ad-hoc group will collect the internal experience.

The revised versions of EN 12697-3 “Bitumen recovery - Rotary Evaporator” and EN 12697-42 “Amount of foreign matter in reclaimed asphalt” will go the CEN to start the UAP (Unique Acceptance Procedure).

Product standards

The response to the comments received in the 5-year review process regarding the asphalt product standards as formulated by Task Group 3 “Product standards” was approved.

The new product standard EN 13108-9 will be called “Asphalt for Ultra-Thin Layers”.

Task Group 3 is also working Standards for Cold-mixtures. There is some delay because they are waiting for the test methods, like sample preparation, etc. There is however a first draft.

Also the planning was discussed. Starting 1st July 2013 all asphalt producers should provide a Declaration of Performance, according to the new CPR (Construction Product Regulation of the EU). That means that CEN TC227 WG1 has to give the asphalt producers guidance how to comply with the CPR. For that reason CEN TC227 WG1 will update the standards and its Annex ZA according to the CPR (as being part revision process which is going on at this moment). To be ready in time the draft (revised) standards should be ready on 9 October 2012 (the planned date of the autumn meeting of CEN TC227 WG1 in 2012).

Conformity Assessment Standards

Task Group 4 “Conformity Assessment Standards” is revising part EN13108-8, -20 and -21.

In the next CEN TC227 WG1 meeting in Denmark (on 22 + 23 March 2012) the response to comments received in the 5-year review process regarding part 8 and 21 will be discussed and there will be the almost final version available. In the Delft meeting the Reponses to comments receive during 5 year review process of EN 13108-20 was discussed.
BITUMEN STANDARDS

The CEN TC336/WG1: “Paving grade bitumen” meeting as held on 22 and 23 September in Madrid.

The main results are:

TG1 High Temperature Properties
TG1 is drafting the test method for the Multiple Stress Creep recovery (MSCR) test based upon work done in the USA. In the USA the MSCR test replaces the existing DSR test used for characterising the high temperature performance properties of a binder after short term ageing.

TG2 Low Temperature Properties
Fracture Toughness test: There was an update on the round robin. It was proposed to upgrade the method to an EN when the TS is due for review in 2013.

TG3 Binder Ageing and Conditioning
Short term ageing is covered in the standards by RTFOT and this was considered satisfactory for most binders. Long term ageing is not covered in the product standards and there is pressure to include a conditioning method. RTFOT + PAV is the most commonly used, with alternatives such as RCAT, 3xRTFOT, TFOT + PAV and extended RTFOT sometimes used after demonstrating equivalence with RTFOT + PAV.
There was discussion about the need for a long term ageing protocol in the product standards. A long term ageing protocol might be needed for PRS and TG3 should consider a recommendation for a reference method.

TG5 Specification Framework
Field validation: There is no funding available for this and even if there were a limited exercise, it would take a long time. Performance Related Specifications will need to be introduced based on expert assessment and without full field validation.

Availability of suitable tests: Some areas are not covered by suitable tests for PRS and other areas are under development. It is preferred to continue development of the specification with what is available, and work in parallel to fill the gaps. The preference is for small steps but movement forward instead of further waiting.

Simple and complex binders: The simple and complex binders concept was presented. Simple binders are considered to be paving grade binders complying with EN 12591. The properties of these binders are well defined and the performance in asphalt mixtures is well understood. All other binders are considered complex. WG1 endorsed this concept.

TG7 Special Bitumens
The Standard for Multigrade bitumen will go out for CEN enquiry soon. It will become EN 13924-2. The revision of EN 13924 Hard Paving Grades (to be re-designated EN13924-1) is underway in the systematic review. WG1 does not see any urgency at the moment to start to work on other special binders.

The next WG1 meeting will be held on 1 and 2 March 2012 in Milan.
In the USA they have a national initiative to avoid that each state will have to do the research again. Many research studies have been done under the umbrella of the National Cooperative Highway Research Program (NCHRP) and several are planned for 2012 and 2013.

In the USA they have a vision and a goal. In the future there will be no difference between HMA and WMA anymore, meaning that they will not speak about WMA and HMA, but just about asphalt pavements.

Next to FHWA they also have influential persons promoting WMA in the USA. These influential persons pushed WMA a lot and they convinced the contractors and the road authorities.

An other important factor stimulating the use of WMA is the FHWA/NAPA Warm Mix Asphalt Technical Working Group (WMA TWG). This WMA TWG consists of experts from: Federal Highway Administration (FHWA), NAPA, State Departments of Transportation (DOTs), National Center for Asphalt Technology (NCAT), American Association of State Highway and Transportation Officials (AASHTO) and many others.

This WMA TWG was initiated by NAPA and FHWA. Its mission is to:

- Evaluate and validate WMA technologies
- To implement proactive WMA policies, practices, and procedures that contribute to a high quality, cost effective transportation infrastructure.

The main reasons for using WMA in the USA are:

- WMA has an equal or better performance than HMA
- The states (in the USA) support use of WMA
- Longer haul distances can be achieved by using WMA, so the contractors can get jobs in a wider area
- WMA is also used to allow more RAP (otherwise they had to heat aggregate too much)
- Many states now have specifications for WMA. In 2004 there were no specifications. Mid 2011: 28 states have specifications for WMA and in December 2011 it is expected that 41 states will have specifications for WMA.

Arguments of contractors to use WMA are:

- In USA in some states a 5% bonus can be achieved for good compaction. Thanks to this bonus the use of WMA is more profitable than HMA. So contractors use WMA for cost reduction.
- WMA additives are also used to increase RAP (Reclaimed Asphalt Pavements) and RAS (Reclaimed Asphalt Shingles). This also saves money.

Other factors driving the contractors using WMA are:

- Reduction in worker exposure to asphalt fume and aerosol
  - Health concern
  - Neighbour concern
- The environment and sustainable development concerns
- Reduction in energy consumption
- Reduction in greenhouse gas emissions
- Competitiveness
  - Extending haul distances
  - Extension of paving season
- WMA improves the quality asphalt mixes
- WMA is simply another tool to be used where appropriate.

Several contractors are using various techniques. WMA is not always used warm. Sometimes it is warmer than warm. Also for that reason the difference between HMA and WMA will disappear in the USA.
25TH TECHNICAL SEMINAR OF PAPA

The XXV Technical Seminar PSWNA (of PAPA – the Polish Asphalt Pavement Association) called “BLACK ON WHITE - HOW MUCH ASPHALT IN ASPHALT…?” was held on 26-28 October 2011 near Warsaw.

Several aspects of asphalt and bitumen were addressed. In the session “New technologies” Ingo Nosler of Nynas addressed the use of special binders for achieving optimal performance of asphalt. Egbert Beuving gave an overview of the newest developments regarding the Warm Mix Asphalt technology and described the situation in Europe and in the USA. Rebecca McDaniel (of the North Central Superpave Centre) and Sergiey Dymov (of ASTEC, USA) gave an overview of the latest developments in the USA.

WMA TEST SECTIONS IN NORWAY

On 17 November FAS (the Norwegian Asphalt and Road Contracting Association) organised a “Low Temperature Asphalt” Seminar in Oslo. During this seminar the first results of the project “LTA 2011” were presented. In this project 11 test sections with Warm Mix Asphalt and conventional Hot Mix Asphalt were constructed and during construction several measurements were done: fumes / emissions were measured as well as the workability of the mixes. The third item to be measured was the technical quality of the asphalt.

In the introduction Arne Aaberg explained the motives for starting this project. Those were: a better working environment, energy reduction, temperature reduction, better working conditions (workability) and product development.

Roar Telle presented the general conclusions of the WMA Conference held in St. Louis, USA. Egbert Beuving (EAPA) gave an overview of the WMA developments in Europe and compared them with the developments in the USA.

All the results of the LTA 2011 project will be published in a report which will be available by 1st June 2012.

13TH COLLOQUIUM IN SLOVENIA

On 24 and 25 November ZAS organised its 13th Colloquium on Asphalt and Bitumen in Bled. Here 28 speakers addressed various subjects regarding asphalt ad bitumen use. Slovenko Henigman gave a very nice but also critical overview of the developments and achievements of the last 15 years. After a very successful period in the asphalt business between 1995 and 2008, the crisis came in 2008, resulting in halving the volume of work and all the other consequences. The continuous drop in investments in road infrastructure will lead to worsening the condition of the road network in Slovenia. To prevent that investments into pavements are vital.

Simon van der Byl gave in his presentation an overview of the key areas influencing the future. In his summary he mentioned that the future contains 5 elements for asphalt:

• We have to do everything in our power to persuade our governments that investment in infrastructure – and especially road infrastructure – is vital for the economy.
• We have to appreciate the things that are of concern to our populations and governments alike: climate change, environmental impacts, etc, and plan accordingly.
DuPont, who became an associated member to EAPA in 2011, and the Czech Technical University, Faculty of Transportation Sciences organised the 2nd International Conference on “New Trends in Paving” on 6-7 December 2011 in Prague, Czech Republic.

The topics were about new trends especially on Polymer Modified Bitumen’s (PmB); their applications, production, handling & storage, low & high temperature characteristic, specifications and asphalt mix properties, as well other topics related to the paving industry.

The attendance was more than one hundred participants from Egypt, Kazakhstan, Azerbaijan, Saudi Arabia, Ukraine, Bulgaria, Romania, Bosnia, and Oman and all over the world. There were 15 invited speakers, including Gulay Malkoc representing EAPA. She made two presentations. The first presentation was about “What is EAPA - its activities and importance and E&E Congress 2012”. It was very good promotion of EAPA and E&E congress during that event. The attendees especially coming from the East were very interested in hearing about activities of EAPA and especially the E&E Congress 2012 in Istanbul. The second presentation was related with the CEN 336 WG-1 activities and the new European Standard for Polymer Modified Bitumen’s. The presentations were well received and good relations were established with the participants for the future EAPA activities.

Egbert Beuving gave an overview of the latest developments in Warm Mix Asphalt technology and he explained what has to be done to stimulate the use of WMA. In Europe there is a need to join forces and to create partnerships to move WMA forward. WMA is the future, the question is: How long will it take Europe to switch to WMA.

This means clever road designs that can withstand the extreme events that are likely to occur with greater frequency in the future. It also means a real drive to lower production and laying temperatures.

- Our roads must be both good, in terms of surface texture (for rolling resistance and other purposes) and durable.
- We have a fully reusable material – so use it!
- We may have to think outside the box and consider working with our concrete rivals (at least in the short term) in order to get investment in the road network going again.

Simon van der Byl talking with Rajko Siročić, General Director of DRI Investment Management LTD

“NEW TRENDS IN PAVING”
AV’11 IN ČESKÉ BUDĚJOVICE

On 22-23 November 2011 the CONFERENCE ASPHALT PAVEMENTS 2011 (AV’11) was held in České Budějovice in Czech Republic. This conference was prepared by the Road Contractors Association Prague and the Asphalt Pavements Section of the Czech Road Society. During the two days a wide range of subjects was presented.

Egbert Beuving gave in the Opening Session an overview of the main topics that will influence the asphalt industry in the next years. During the second day he gave an overview of the use of Warm Mix Asphalt in Europe and the USA.

SOMA

SOMA, who has a registered office in Russia, became an associated member to EAPA in the 4th quarter of 2011. SOMA is one of India’s biggest infrastructure and construction companies with more than 13 years experience. (http://www.soma.co.in).

After becoming EAPA member Gülay Malkoç visited the SOMA company in New Delhi to exchange information and gave several presentations about the developments regarding asphalt and its applications in Europe. She also explained EAPA and its importance, the E&E Congress in Istanbul, new European standards, WMA, recycling, FP 7 projects, etc.

The meeting was very useful to exchange information from both sides. It was also mentioned that the Indian “Vision 2020” document of the Planning Commission expects a five-fold growth of India’s road traffic volume of by year 2020. This means that over 70,000 km of national highways and 5,000-10,000 km’s of four (or more) lane expressways might (have to) be build. Next to that state highways and rural roads will be evaluated too. The National Highways Authority of India (NHAI) is engaged in the largest highway project ever undertaken in the history of the country: Phase I and II consist of about 14,279 km national highways with four-six lanes. After having worked on over 20 highway projects in the last 12 years, SOMA is interested in projects on a Build, Operate and Transfer (BOT) basis in a Public Private Partnership (PPP) model.

VEHICLE FUEL EFFICIENCY

Auburn University’s Department of Mechanical Engineering, together with the National Center for Asphalt Technology (NCAT), is conducting a study looking at pavement factors that affect the fuel efficiency of vehicles. They are reviewing numerous studies from around the world. One of the issues they are examining is to determine what pavement characteristics affect rolling resistance. Most studies indicate that smoothness, or conversely, roughness of the pavement is the dominant factor that affects rolling resistance. The study will also recommend an experimental plan to better quantify the effects of the key pavement factors on rolling resistance and vehicle fuel economy. Results from the study could be an important step in enabling engineers and contractors to design and construct more fuel-efficient asphalt pavements. The study’s full report is expected soon.

FERRM11

On 18 and 19 October 2011 the FEHRL Road Research Meeting (FeRRM11) was held in Brussels. This event did focus on Resources, Recycling and Alternative Materials and Implementation.

On the first day the Final Workshop of the DIRECT-MAT project held with more than 180 road researchers attending.
FOREVER OPEN ROAD PROJECT

On 8 December 2011 FEHRL organised the Second meeting of the Forever Open Road Stakeholder group.

The FEHRL President Joris Al explained the goal of the project: “The Forever Open Road (FOR) concept will bring together existing, innovative technologies and systems from across Europe to develop and share the practical and tested solutions to the needs of road infrastructure network management”.

Ruud Smit (the programme manager of the FOR project) gave an overview of the developments since 2010. FEHRL published its Strategic European Road Research Programme V (SERRP V) and the FOR road maps are in ERTRAC.

In the year 2012 they will outline the research topics and during the TRA 2012 Congress they will be presented. The TRA 2012 Conference will also be the platform for joint lobbying for FOR. In June the proposals for the 2012 call of ERA-Net Road will be submitted and in December for the (last) FP7 calls.

It was also mentioned that this FOR project is important to get roads back on the screen of the European Commission.

This FOR project can be seen as an “umbrella project” under which several projects will take place.

The next steps are to get stakeholders engaged and the stakeholders will be invited for interviews and workshops.
This congress could be the most important E&E Congress ever held. We are at a point where traditional thinking might turn into a new era where Warm Mix Asphalt and new technologies and visions will shape the future for the next 10 years.

WHY YOU HAVE TO ATTEND

- To meet
- To learn
- To network
- To get ideas
- To be ready for the future

MAIN CONGRESS ITEMS

- Social issues
- Financing of road infrastructure + maintenance
- Responsible sourcing and green procurement:
- Health & Safety
- Energy and Carbon:
- Adapting to climate change
- Resource use and recycling
- Durability & performance – mixes and binders
- Warm Mix asphalt
- IARC

KEYNOTE SPEAKERS

On the first day there will be two Keynote Speaker sessions where in total 8 eminent experts will give their vision on one of the key items of the congress including a view into the future. The Keynote speakers are:

- **Social issues**: Mr. Emin Sazak - President of the Turkish Contractors Association
- **Financing of road infrastructure and maintenance**: André Broto - Vice-President of Cofiroute in France
- **Responsible sourcing and green procurement**: Miles Watkins - Director of Sustainable Construction of Aggregate Industries
- **Health & Safety in the 21 century**: Carl Robertus – bp, Germany
- **Energy and Carbon**: Jan van der Zwan - DVS, The Netherlands
- **Adapting to climate change**: Rudi Bull-Wasser - BASt Germany
- **Resource use and recycling**: tbn
- **Durability & performance – mixes and binders and pavements**: Prof. Andre Molenaar Technical University Delft, the Netherlands
CONGRESS PROGRAMME

On page 8 of this Newsletter you will find a short overview of the Congress programme. On the Congress website (www.eecongress2012.org) you can find the most recent version of the Programme. After the Opening Session and the keynote Speaker sessions, the “Technical Sessions” will start with paper presentations and the moderators’ reports. Next to the exhibition there is also an area with posters of papers. These poster will provide you an excellent overview of where we are now and where we are going to. During the Poster Session you can meet the authors and discuss relevant issues.

7 REASONS TO ATTEND

- Most important congress ever held
- Overview of key item industry
- WMA will shape future for next 10 years
- Discover challenges in recession period
- Compete with concrete lobby
- Inspiration for innovations
- Consequences of IARC Monograph

SOCIAL EVENT

- On 13th of June there will be a Cocktail Prolongé in the Sait Halim Pasha Mansion. This is located just along the Bosporus which is connecting the two continents: Asia and Europe.

SPOUSES PROGRAMME

- For the accompanying persons a guided walking tour is organised from the congress centre to Taksim and shopping area, and/or Aya Sofia, old city & other historic area
- During this walking tour the accompanying persons will meet the other spouses
- For 2nd and 3rd day there are many options: Tours will be offered

STAY INFORMED

- Announcements and updates of the congress programme and content will appear regularly on the website.
- For questions you can contact Egbert Beuving (egbert@eapa.org) and Gülay Malkoç (gulay@eapa.org) who are also member of the E&E Congress Organizing Committee.

INVITATION TO REGISTER

We invite you to participate in this important industry event and to register now. Then you can benefit from the “Early Bird registration”, which is 750 Euro until 31st of March 2012.

The Online registration on the official E&E Congress website (www.eecongress2012.org) is now open to register for the congress and to book hotel accommodation.

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## EVENTS LIST

### JANUARY 2012

- **11 January**: E&E Congress 2012 Organising Committee meeting in Brussels
- **17 January**: ERF – Road Asset Management Working Group meeting in Brussels
- **18 January**: CEN TC227 WG1 Conveners meeting in London
- **19 January**: EAPA ExCo meeting in Paris
- **22-26 January**: Joint EAPA Eurobitume ExCo meeting in Paris
- **26 January**: Global Asphalt Pavement Alliance meeting USA
- **27 January**: European Construction Forum (ECF) meeting in Brussels

### FEBRUARY 2012

- **1 February**: CEN TC336 WG1 TG5 meeting in Brussels
- **8-10 February**: DAV Berchtesgaden
- **21-22 February**: E&E Congress 2012 – TPC meeting, Brussels
- **28 February**: Presentation at ETRMA- European Tyre & Rubber Manufacturers Association regarding Noise Reduction

### MARCH 2012

- **1-2 March**: CEN TC336 WG1 meeting in Milan
- **7 March**: CEN TC336 Advisory Group meeting, Paris
- **13 March**: Eurobitume Benelux Bitumen day, Brussels
- **15 March**: EAPA Directors' Group meeting, Brussels
- **16 March**: CEN TC227 WG6 / CEN TC154 TC13 meeting, London
- **22-23 March**: CEN TC227 WG1 meeting in Denmark

### APRIL 2012

- **2-3 April**: E&E Congress 2012 Organising Committee meeting, Istanbul
- **11 April**: CEN TC227 WG1 TG4 meeting, London
- **13 April**: European Construction Forum (ECF) meeting, Brussels
- **16-21 April**: Intermat in Paris
- **19 April**: Re-Road project PGM meeting, LCPC in Nantes.
- **23-26 April**: TRA-2012 in Greece
- **24 April**: EAPA HS(E) Committee meeting, Brussels
- **24 April**: EAPA Environmet Group meeting, Brussels
- **25 April**: EAPA TC meeting, Brussels
- **26-27 April**: 26th Technical Seminar PAPA, Poland

### MAY 2012

- **2 May**: E&E Congress 2012 Organising Committee meeting, Istanbul
- **3-4 May**: E&E congress 2012 TPC meeting, Istanbul
- **9 May**: CEN TC227 Chairmen’s Panel Meeting in Berlin
- **23-25 May**: ISAP (International Society for Asphalt Pavements) Symposium on Heavy Duty Pavements and Bridge Deck Pavements in Nanjing, China
### JUNE 2012

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<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>11-12 June</td>
<td>CEN TC336 meeting in Istanbul</td>
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<tr>
<td>12 June</td>
<td>EAPA ExCo meeting</td>
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<tr>
<td>12 June</td>
<td>EAPA GCA Meeting + dinner in Istanbul</td>
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<tr>
<td>13-15 June</td>
<td>E&amp;E Congress 2012, Istanbul, Turkey</td>
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<td>20-22 June</td>
<td>7th international conference on Cracking in Pavements in Delft, the Netherlands.</td>
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<td>25-26 June</td>
<td>CEN TC227 meeting in Prague</td>
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### OCTOBER 2012

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<th>Date</th>
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<tr>
<td>8-9 Oktober</td>
<td>CEN TC227 WG1 meeting in Spain</td>
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<td>18 Oktober</td>
<td>Presentation SCI London</td>
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<td>24 Oktober</td>
<td>Re-Road project PGM meeting, DRI, Copenhagen.</td>
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<tr>
<td>8-9 November</td>
<td>CEN TC227 WG1 meeting in Spain</td>
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INTERESTING CONGRESSES

E&E CONGRESS 2012

On 13 – 15 June 2012 the 5th E&E Congress will be held in Istanbul. Papers for the Congress should be submitted before 25 September 2011.

WORLD OF ASPHALT 2012

The World of Asphalt Show & Conference is the leading USA exposition and educational resource for the asphalt industry. It will be held on 13-15 March in Charlotte, NC, USA. The event features in-depth educational programming and comprehensive exhibits that showcase the latest technologies and innovations in asphalt-related equipment, products and services. More info can be found at: www.worldofasphalt.com

ISAP 2012

The ISAP 2012 Nanjing Symposium on Heavy Duty Asphalt Pavements and Bridge Deck Pavements will be held in Nanjing, China May 23-25, 2012. More information can be found at the ISAP2012 website www.ISAP2012.net

2ND ISAP SYMPOSIUM ON ASPHALT PAVEMENTS AND ENVIRONMENT

The 2nd International Symposium on Asphalt Pavements and Environment will be organized in Fortaleza in Brazil on 3-5 October 2012. Conference website is: http://www.det.ufc.br/isap2012/
NAPA GOT NEW LOGO

NAPA changed the name of its Website and its magazine to more accurately reflect current industry practices. The Website name www.hotmix.org changed into www.AsphaltPavement.org. NAPA’s flagship magazine, HMAT (Hot-Mix Asphalt Technology), became Asphalt Pavement Magazine.

One of the reasons for this change is the rapidly increasing use of Warm Mix Asphalt. “It could be confusing to advocate for warm-mix asphalt while referring to NAPA with the hot-mix asphalt label”. Next to that the term “asphalt pavement” reflects more accurately the scope of NAPA’s efforts in leadership, education, and advocacy.

EU FLAGSHIP INITIATIVES

Europe has identified new engines to boost growth and jobs. These areas are addressed by 7 flagship initiatives (under 3 headings). Within each initiative, both the EU and national authorities have to coordinate their efforts so they are mutually reinforcing. Most of these initiatives have been presented by the Commission in 2010.

Smart growth
  - Digital agenda for Europe
  - Innovation Union
  - Youth on the move

Sustainable growth
  - Resource efficient Europe
  - An industrial policy for the globalisation era

Inclusive growth
  - An agenda for new skills and jobs
  - European platform against poverty

A resource-efficient Europe – Flagship initiative of the Europe 2020 Strategy
  - The flagship initiative for a resource-efficient Europe under the Europe 2020 strategy supports the shift towards a resource-efficient, low-carbon economy to achieve sustainable growth.

Natural resources underpin our economy and our quality of life. Continuing our current patterns of resource use is not an option. Increasing resource efficiency is key to securing growth and jobs for Europe. It will bring major economic opportunities, improve productivity, drive down costs and boost competitiveness.

The flagship initiative for a resource-efficient Europe provides a long-term framework for actions in many policy areas, supporting policy agendas for climate change, energy, transport, industry, raw materials, agriculture, fisheries, biodiversity and regional development. This is to increase certainty for investment and innovation and to ensure that all relevant policies factor in resource efficiency in a balanced manner.

The 8th Framework Programme (FP8) will provide the base for the Europe 2020 Flagship Initiative Innovation Union and help meet major societal challenges (The Grand Challenges).

For more info:
NEW EAPA MEMBERS

Since September 2011 EAPA got 4 new Associate Member Companies.

That are

AMMANN GROUP

www.ammann-group.com
Ammann manufactures asphalt mixing and mineral processing plants together with the respective control systems as well as compaction machines (rollers) and pavers.

DUPONT

www.dupont.com
DuPont produces a variety of specialized products for building and maintaining the infrastructure, such as bitumen modifiers (polymers).

SOMA ENTERPRISE LTD

www.soma.co.in
SOMA is one of India’s biggest infrastructure and construction companies with more than 13 years experience and they have a registered office in Russia.

TÜPRAS

Turkish Petroleum Refineries Co.

www.tupras.com.tr
Tüpras is Turkey’s largest industrial enterprise, with 28.1 million ton crude processing capacity. They are also producing bitumen.