



Summary of the EAPA-CEDR Internal Webinar

held on 8 December 2022

Over the year 2022, EAPA Secretariat was involved in a series of meetings and events, in which different hot topics for the sector were discussed with the Secretariat of the Conference of European Directors of Roads (CEDR).

An example of this was the Big Buyers for Climate and Environment initiative, jointly coordinated by the European Commission, ICLEI and Eurocities. Within this initiative, Eurocities led a Working Group on Circular Construction, which brought together cities, road authorities and market actors from all over Europe. Among other things, members of this initiative found the EAPA documents on Circular Economy very interesting and they also shared a series of questions related to the use of warm mix asphalt.

These exchanges were so productive, that the Secretariats of EAPA and CEDR decided to organise an internal webinar and invite all Members to participate and join the discussions.

The event, held on 8 December 2022, was chaired from the new EAPA offices in Brussels, where CEDR Communication and Coordination Officer Konstantinos Andreopoulos joined EAPA Secretary General Carsten Karcher and Technical Director Breixo Gomez. Unfortunately, due to some last-minute inconvenience, CEDR Secretary General Steve Phillips could not join the meeting.

On the other side of the line, more than 40 Members from both Associations participated online and discussed over the 2 hours on the following topics:

1. Warm Mix Asphalt

Before the meeting, CEDR shared among Members a questionnaire, very similar to that EAPA shared with its Members several months ago. The objective was to collect and compare the views from Industry and Road Administrations on questions, such as the main barriers to the implementation of WMA, the main reasons to increase its use or the feedback on a proposed EAPA definition for WMA. By comparing both results, it could be seen, for example, that although the perceived barriers to implementation are similar, EAPA Members chose top reasons related to decisions, policies and strategies of the Road Administrations, which led to a low demand for the product (red items in Table 1). On the

other hand, CEDR Members gave more importance to certain technical aspects related to the industry (blue items in Table 1).

Table 1. Top barriers to implementation of WMA identified by both Associations.

According to EAPA Members	According to CEDR Members
1. NRAs prefer to use well-known technologies (i.e. HMA) (17 votes)	1. Lack of workers' experience (12 votes)
2. Lack of experience (a number of successful implementations would boost the application) (12 votes)	2. The technology is considered more expensive (6 votes)
3. The technology is considered more expensive (8 votes)	3. NRAs prefer to use well-known technologies (e.g. HMA) (6 votes)
4. The reduction of fumes and emissions is not really a priority (7 votes)	4. Limited number of asphalt plants to deliver WMA (6 votes)
5. Specifications do not allow the use (e.g. minimum temperature limits) (6 votes)	5. Shorter technical lifetime due to durability (5 votes)
6. Lack of workers' experience (5 votes)	6. Specifications do not allow the use (e.g. minimum temperature limits) (5 votes)
7. Shorter technical lifetime due to durability (4 votes)	7. Technical limitations in asphalt plants (3 votes)
8. The number of asphalt plants, which currently can deliver WMA is limited (x4)	8. Incompatibilities with other products/techniques (3 votes)

Discussions also showed that the situation is significantly different depending on the country. While countries, such as Sweden, Norway and Denmark give more freedom to contractors when it comes to deciding the temperature and manufacturing technique, in other countries, such as Ireland, it exists a clear normative differentiation. In addition, although NRAs have been making progress in the assimilation of WMA solutions, other Administrations at a lower level (e.g. local, municipal, regional...), which represent the majority of the market, do not have in most cases the required experience and expertise to allow it. For this reason, it was agreed that it will be helpful to create guidance documents containing examples of successful implementations and spread them among these smaller Administrations.

As EAPA is now working on a batch of documents related to WMA, it was decided that EAPA will share the drafts with CEDR Members for comments. The result could be a joint EAPA-CEDR publication.

2. Circular Economy of Asphalt

EAPA Secretariat presented the recently-published documents on the Circular Economy of Asphalt. In particular, special attention was dedicated to the one with recommendations for Road Authorities to achieve circular economy goals through the use of asphalt. Some aspects presented were the problems related to different end-of-waste criteria throughout Europe (sometimes even depending on the region), legacy materials and limiting regulations. It was also agreed that the new trend in certain administrations of establishing

minimum RA contents (e.g. related to taxonomy) is not the best. Instead, countries should work to reduce the barriers to implementation and facilitate the re-use and recycling as much as possible.

3. Product Category Rules for Environmental Product Declarations of Asphalt

In this third agenda item, Breixo Gomez presented the recent developments in the drafting of European Product Category Rules (PCR) for the Environmental Product Declarations (EPD) of bituminous mixtures. In this presentation, he also gave an overview of some issues that were found, and which have led to long discussions and delays. These include the allocation of impacts related to RA, the definition of scenarios for the declaration of impacts at the end-of-life and the declaration of benefits after the use of sustainable solutions, such as WMA or low rolling-resistance asphalt.

It was agreed that it is important to have this document approved as soon as possible, as some countries are already requiring the declaration of impacts in green public procurement systems. In addition, some countries are also starting to develop these programmes and for that, as there is no European reference, they are creating their own PCR, leading to inhomogeneities across Europe.

It was also explained that manufacturers may encounter serious difficulties to define all the inputs for the calculations, especially at the end of service life. For this reason, it was agreed that it will be beneficial to produce complementary documents with guidance and recommendations on how to use the PCR (once it is approved) and give default/recommended values for the cases in which it is not possible to define the inputs.

The final part of the meeting consisted of an open exchange about different topics. The discussions focused on the topic of “resilience”, which was found as a very holistic concept that is gaining tremendous presence in European and national whitepapers and that affects our industry at different levels: mitigation and prevention of impacts, durable materials, pavements protection, etc. Even at a sector level, recent years have shown that circumstances can drastically change within months, while the industry needs to keep functioning and providing the service no matter what. For this, aspects, such as the resilience of supply chains, the plan to face workers’ scarcity or cybersecurity for all the new digital innovations, will need to be developed in the near future.

The meeting was closed by Carsten Karcher and Konstantinos Andreopoulos, who thanked the great participation from the membership and agreed on the benefits of repeating this kind of exchange on a regular basis.

The video of the webinar is available on YouTube at the following [link](#), which was only shared among the Members of both Associations.

