



# ENVIRONMENTAL REPORT 2014

## French Road Industry

# The voluntary commitment agreement (CEV - *convention d'engagement volontaire*) for road infrastructures...

Following the Environment and Energy Transition Round Table a voluntary commitment agreement involving the main actors in designing, constructing, and maintaining road infrastructures, streets, and urban public spaces was signed on 25 March 2009.

By this agreement the **excavation and road construction** enterprises together with their partners (Assemblée des Départements de France and Syntec Ingénierie) under the aegis of the FNTP (Fédération Nationale des Travaux Publics - National Federation of Public Works) and their speciality syndicates undertook – among other commitments - to:

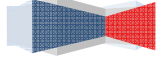
- **reduce greenhouse gas emissions by 33% by 2020 through:**
  - generalising warm mixes
  - increasing the use of maintenance solutions based on bitumen emulsion
  - reducing emissions at the level of asphalt plant production
- **reuse or recycle 100% of the materials excavated on the work sites** by 2020 and preserve the non-renewable resources, especially through:
  - increased recycling of surpluses and waste from work sites
  - increasing the rate at which bituminous materials from road deconstruction are reused
- Reach an **industrial tools certification** rate of 50 %
- Create and develop an environmental software common to the public works enterprises in order to assess the impact of public works: **SEVE Eco-comparator**

This environmental report for 2014 shows the road construction enterprises' renewed efforts to attain these principal objectives.

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# 1 Reminder: the national production of asphalt concrete

## 1.1 The tonnage

This refers to the whole tonnage manufactured (Table 1) for hot, warm / semi-warm, and cold coatings (by calculating their proportions). The proportions are calculated according to the following formula:

$$\text{Enterprise tonnage} = \sum p_i \times t_i$$

$p_i$ : participation of the enterprise in entry  $i$

$t_i$ : tonnage produced in entry  $i$

Asphalt concrete tonnage in France				
Year	Hot mixes	Warm mixes	Cold mixes <sup>1</sup>	Total France
2010 <sup>2</sup>	36,300,000	1,000,000	1,500,000	38,800,000
2011	36,100,000	1,259,000	1,600,000	38,959,000
2012	31,733,000	2,633,000	1,460,000	35,826,000
2013	31,850,000	3,550,000	1,550,000	36,950,000
<b>2014</b>	<b>28,698,500</b>	<b>4,023,300</b>	<b>1,418,300</b>	<b>34,140,100</b>

Table 1 – Detailed trends of the tonnage of asphalt concrete in France from 2010 to 2014

The Figure 1 shows the trend of the French asphalt concrete production since 2010.

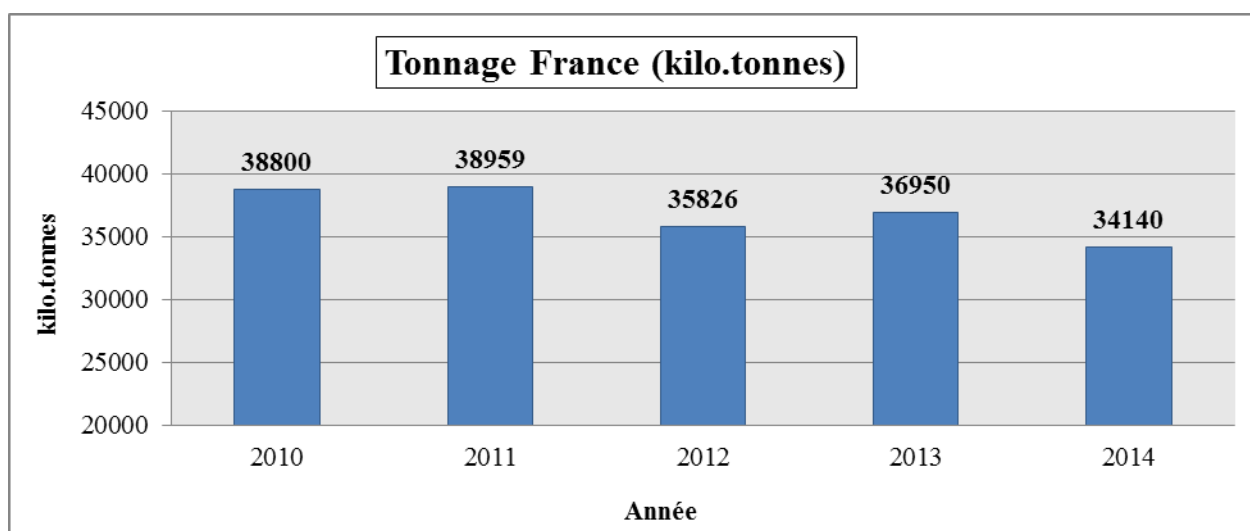
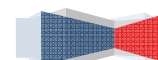


Figure 1 – Trend of tonnage of asphalt concrete in France

<sup>1</sup> This figure includes all the grave emulsions and cold bituminous concretes.

<sup>2</sup> For 2010 the values indicated concerning cold mixes are estimated.



## 1.2 Evolution of the distribution of production

The Figure 2 shows the distribution of the production of hot, warm, and cold coatings in 2014.

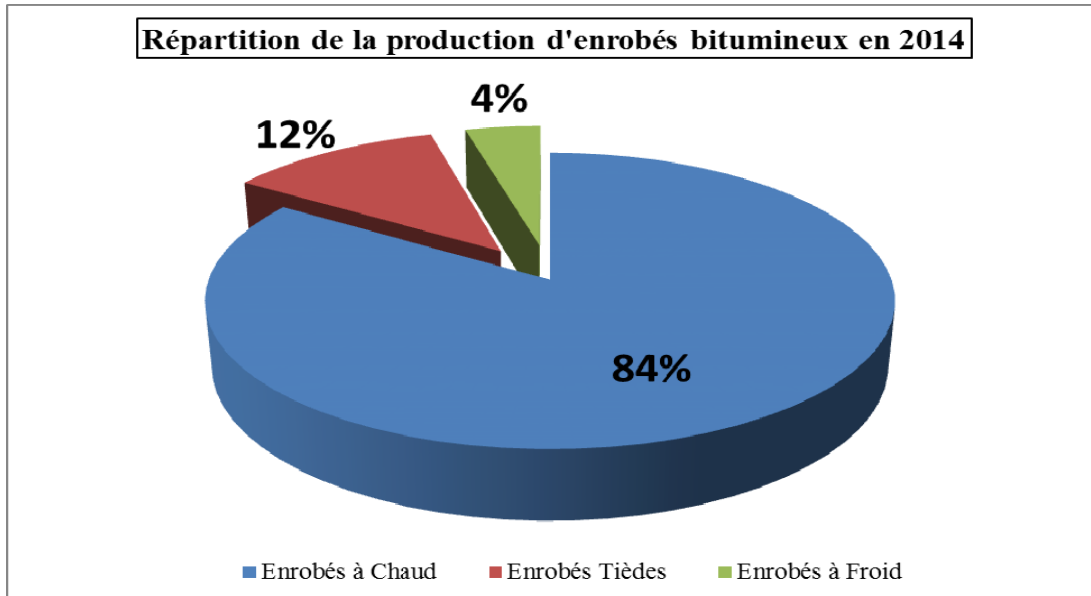


Figure 2 – Distribution of the production of asphalt concrete in 2014

The Figure 3 shows the distribution of the production of hot (enrobés à chaud), warm (enrobés tièdes), and cold mixes (enrobés à froid) in 2013.

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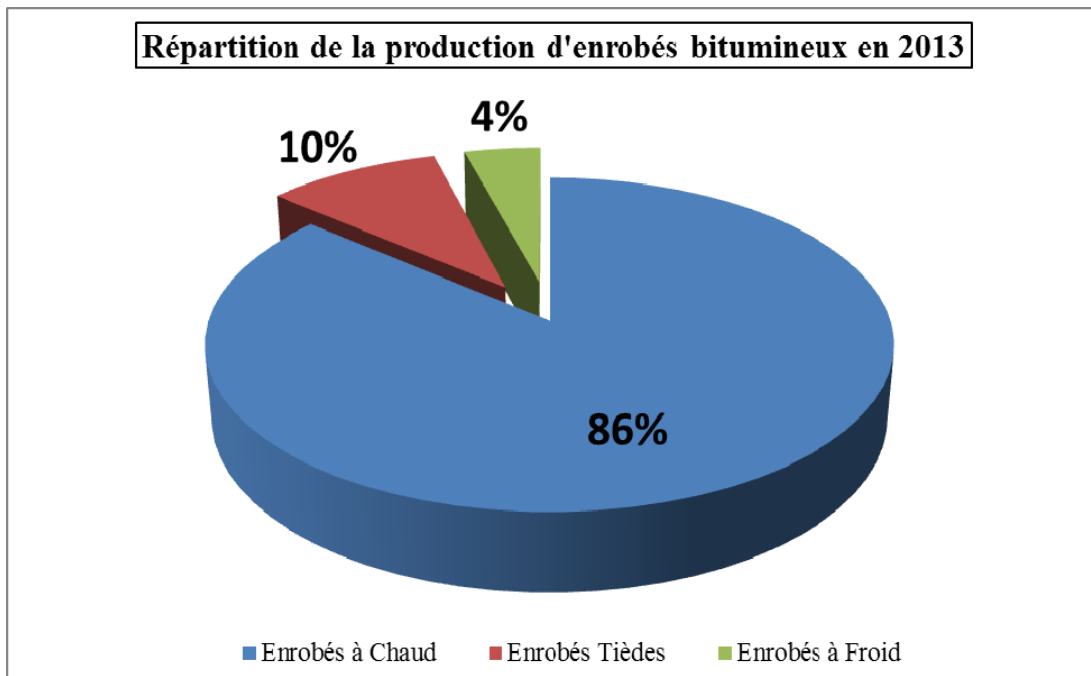
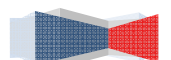


Figure 3 - Distribution of asphalt concrete production



## 2 National production of warm and semi-warm mixes

An asphalt concrete is called a warm mix asphalt when – for a given usual road bitumen, a hard bitumen or special bitumen – the process enables the coating temperature to be diminished by at least 30°C below the maximum acceptable temperature for the bitumen while still being above 100°C. The asphalt concrete is a semi-warm mix when the process allows production at a temperature between 85°C and 100°C<sup>3</sup>.

The CEV's target for 2012 was to reach a tonnage of **1,500,000 tonnes**; with a tonnage of **2,633,000 tonnes** the target was met by a wide margin.

In **2014** the production of warm and semi-warm mixes has been very largely exceeded the 2012 target to reach a tonnage of **4,023,330 tonnes**, i.e. an **increase of +53%** in relation to 2012 and +13% in relation to 2013. The Figure 4 shows how this tonnage has evolved since 2010.

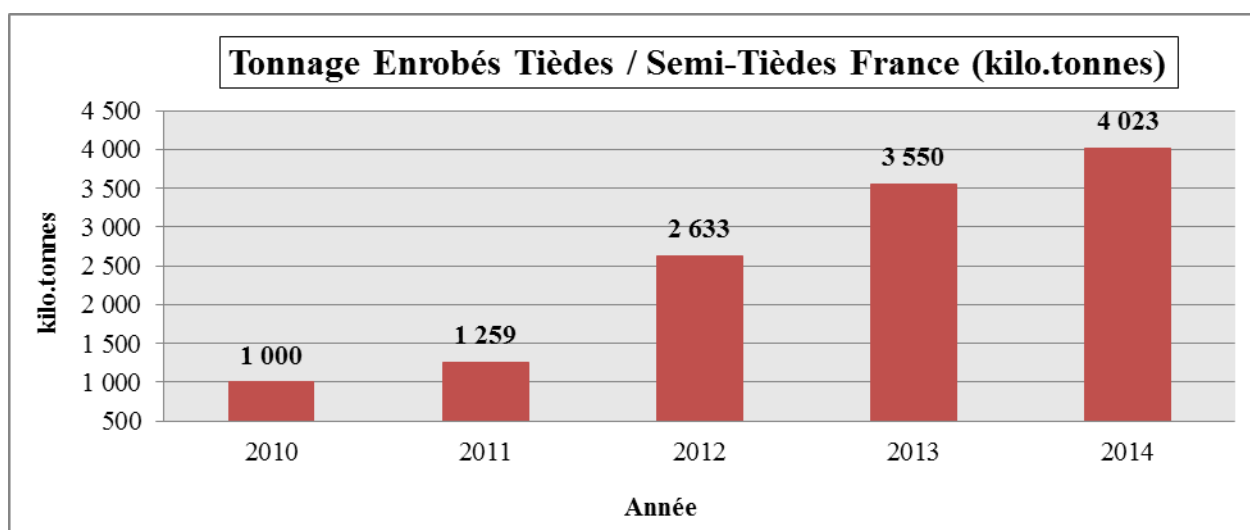


Figure 4 - Evolution of the tonnage for warm and semi-warm mixes

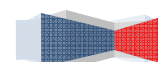
## 3 National production of bitumen emulsions

The tonnage for the emulsions below only concerns the members of the SFERB<sup>4</sup>

	SFERB emulsions tonnage (coating + spreading)
<b>2014</b>	<b>731,100</b>
<b>2013</b>	<b>801,600</b>
<b>2012</b>	<b>747,780</b>

Table 2 - Emulsions tonnage (coating + spreading) of SFERB members

The production for the factories other than SFERB members is estimated at 67,800 tonnes for 2014 and 84,000 tonnes for 2013. These data are not considered in this report because it is not possible to differentiate their practices in coating or spreading techniques.



<sup>3</sup> According to the definition of the Guide IDRRIM “Enrobés Tièdes (Warm Coatings)” (2015)

<sup>4</sup> Section des fabricants d’émulsions routières de bitume (Association of French Road Bitumen Emulsion Manufacturers)

### 3.1 Spreading Emulsions

In this category all the tonnages for emulsions for tack coats, curing and sealing works as well as for Surface Dressing (ESU - *Enduits Superficiels d'Usure*) are considered. The Table 3 gives these tonnages in detail.

	Tonnes of emulsions for tack coats	Tonnes of emulsions for surface dressing	Tonnes of emulsions for curing / sealing	Total tonnes of spreading emulsion
<b>2014</b>	115,000	326,000	115,000	<b>556,000</b>
<b>2013</b>	131,000	356,000	131,000	<b>618,000</b>
<b>2012</b>	130,000	325,000	130,000	<b>585,000</b>

Table 3 - Detailed tonnage for spreading emulsions of SFERB members

Thus for the year 2014 the surface covered by Surface Dressing (ESU) with emulsion may be estimated at 163 million m<sup>2</sup>, i.e. 197 million m<sup>2</sup> regardless of techniques.

### 3.2 Coating Emulsions

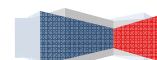
In this category all the tonnages for emulsions produced for manufacturing emulsion coatings (gravel emulsion, cold mix asphalt and in place coldmix surfacing) are considered. The Table 4 gives these same tonnages in more detail.

	Tonnes of emulsions for Gravel Emulsion and Cold Mix Asphalt	Tonnes of emulsions for In place cold mix surfacing	Total tonnes – coating emulsions
<b>2014</b>	98,000	77,100	<b>175,100</b>
<b>2013</b>	107,800	75,800	<b>183,600</b>
<b>2012</b>	102,200	70,600	<b>172,800</b>

Table 4 - Detailed tonnage for coating emulsions of SFERB members

As a reminder, the tonnage for cold mixes manufactured in plant (Gravel Emulsion and cold mix asphalt) for 2014 is 1,418,300 tonnes.

The tonnage of emulsions used for micro-surfacing is estimated at 77,100 tonnes, i.e. about 51 million m<sup>2</sup> of road surface covered by this technique.



## 4 Recovering recycled materials

This comprises the tonnage for all the recycled materials (bituminous chippings and crushed crust and concrete for subsequent use). The Table 5 gives these tonnages since 2012.

	Tonnage for recycled materials
2014	13,658,000
2013	14,650,000
2012	14,550,000

Table 5 - Tonnage for recycled materials

In 2014 the tonnage for recycled materials decreases by 7% in relation to 2013, nearly one million tonnes of recycled materials less.

## 5 Reclaimed Asphalt Pavement (RAP) in the asphalt concrete

The CEV's target for 2017 is to reach a rate for reintroducing RAP in the formulas of at least **15%**. The average rate for reintroducing RAP in asphalt concrete (hot&warm mixes) is around 12.9% for 2014. Thus this rate has grown considerably since 2008 but has stagnated in relation to 2013 as the Figure 5 shows:

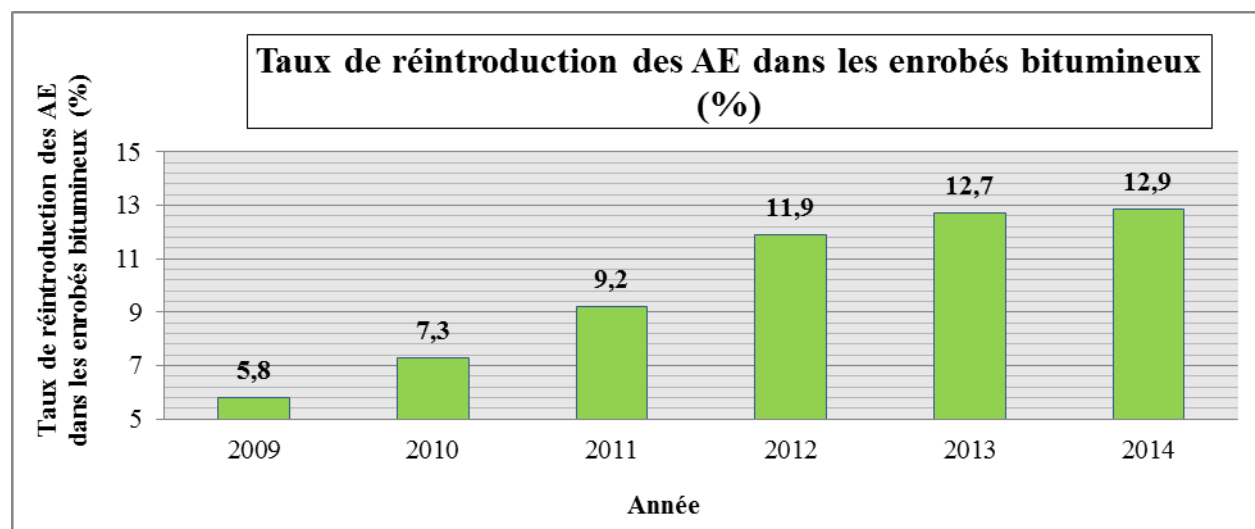
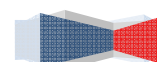


Figure 5 – Evolution of the rate of RAP in asphalt concrete (%)



## 6 In place recycling

This indicator corresponds to all the tonnes of road surfaces in-place recycled by bituminous emulsion techniques or road hydraulic binders. The monitoring of this indicator started in 2012 with its introduction in the CEV's monitoring survey. In the Table 6 the indicator is expressed in m<sup>2</sup> and tonnes<sup>5</sup>.

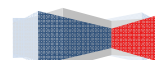
		In place cold recycling with bituminous emulsion	In place recycling with road hydraulic binders
<b>2014</b>	tonnes	114,700	486,500
	m <sup>2</sup>	<b>637,450</b>	<b>1,081,200</b>
<b>2013</b>	tonnes	94,750	390,120
	m <sup>2</sup>	<b>526,389</b>	<b>867,000</b>
<b>2012</b>	tonnes	75,290	293,740
	m <sup>2</sup>	<b>418,833</b>	<b>652,755</b>

Table 6 - Tonnage for in place recycling (emulsions or hydraulic binders)

We see a fairly steady trend since 2012.

The interest of these techniques is two-fold:

- Preserving the new materials resource
- Reducing the transport of new materials



<sup>5</sup> The values in m<sup>2</sup> of road surfaces recycled in place are calculated on the following hypotheses: 8cm thickness for the emulsion technique and 20cm thickness for the technique using road hydraulic binders.



## 7 Greenhouse gas emissions (kg CO<sub>2</sub> eq.)

This indicator corresponds to the greenhouse gas emissions expressed in kilogramme CO<sub>2</sub> equivalent per tonne of asphalt concrete produced. This calculation only takes into account the consumption of burner fuel (fuel-oil, natural gas, or lignite).

The CEV's target for the year 2012 was **16.84 kg CO<sub>2</sub> eq.** / asphalt concrete tonne produced. With an average value of **15.09 kg CO<sub>2</sub> eq.** / asphalt concrete tonne produced in 2012 **the target fixed was reached**. The aim for 2014 was to improve this value. With **13.79 kg CO<sub>2</sub> eq.** / asphalt concrete tonne produced this value is improved. The Figure 6 shows the trend for greenhouse emissions since 2009.

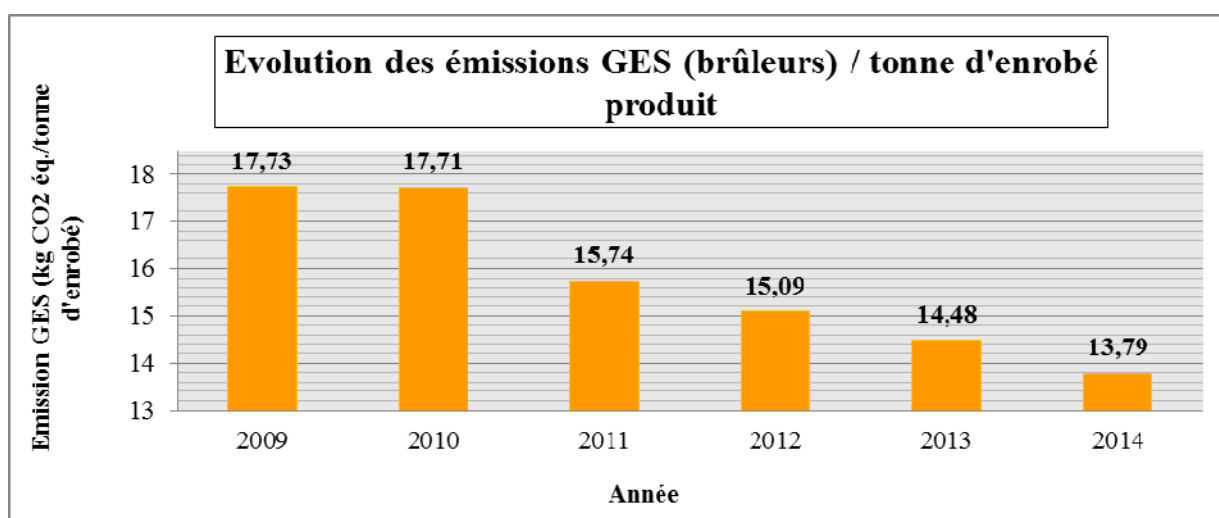


Figure 6 – Evolution of greenhouse emissions (burner consumption)/ asphalt concrete tonne produced

## 8 ISO 14001 certified asphalt concrete plants and bituminous emulsion factories

The CEV's target for 2012 is to reach a certification rate for industrial tools of **50%**. **The target fixed was reached**. Of course, the target for 2014 was to do better than this figure. With 63% of plants and factories certified ISO 14001 we can perceive a slight improvement. The Table 7 shows the trend since 2012 for ISO 14001 certified asphalt concrete plants and bituminous emulsion factories:

<b>2014</b>	Exclusively owned asphalt concrete plants and bituminous emulsion factories	<b>63 %</b> of plants certified ISO 14001
<b>2013</b>	Exclusively owned asphalt concrete plants and bituminous emulsion factories	<b>62 %</b> of plants certified ISO 14001
<b>2012</b>	Exclusively owned asphalt concrete plants and bituminous emulsion factories	<b>61 %</b> of plants certified ISO 14001

Table 7 - Trend of ISO 14001 certification of plants and factories

## 9 Deploying SEVE Eco-comparator

SEVE is one of the tools of the voluntary commitment agreement signed by the Profession in 2009. The Table 8 shows the trend for deploying SEVE in France since its launch in 2012.



SEVE Statistics	2012	2013	2014	2015 <sup>6</sup>
contracting authorities subscribed	13	23	26	<b>30</b>
Enterprises Subscribed	43	60	68	<b>70</b>
Universities / colleges subscribed	< 6	< 10	< 10	<b>12</b>
Users	2165	2214	2420	<b>2651</b>
Projects	3279	3852	4526	<b>5631</b>
Average number of monthly users	295	335	415	<b>621</b>
Number of monthly visits	868	1090	1101	<b>1735</b>

Table 8 - Trend for deployment of SEVE Eco-comparator since 2012

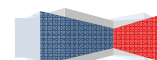
The table 8 shows the clear positive trend since 2015 for the number of users, projects, and above all the monthly visits which almost doubled between 2014 and 2015.

## 10 Conclusion

As a reminder, here are the main targets **to reach by 2017**:

- To attain a rate for reintroducing RAP in the formulas of at least **15% (2014: 12.9% RAP)**
- To attain greenhouse emissions of under **14 kg CO<sub>2</sub>/ tonne of coating** (burners) **(2014: 13.79 kg CO<sub>2</sub>/ asphalt concrete tonne)**
- To attain a proportion of warm mixes in the total production of **30% (2014: 12% of the total tonnage)**
- To deploy the eco-comparator SEVE

Given these results the road construction sector has reached the targets fixed for it and continues to improve them. Nevertheless, an effort is still necessary concerning warm mixes in total asphalt concrete production in order to reach the rate of 30% in 2017.



<sup>6</sup> Au 27/04/2014



Union des Syndicats de l'Industrie Routière Française - USIRF  
9, rue de Berri  
75 008 Paris  
Tel: + 33(0)1 44 13 32 90  
E-mail: [ismail.cavagnol@usirf.com](mailto:ismail.cavagnol@usirf.com)

