



Use of rejuvenators in asphalt mixtures

10-11 September 2019
Padova (Italy)



Background

In December 2015, the EU Commission adopted a Circular Economy Action Plan with the aim to set the European Union “on the course of the transition towards a more sustainable model for economic development”. The action plan looks at the whole lifecycle of products and adopts a systemic approach that promotes partnerships along the entire value chain and across five priority sectors, among which is the “Construction and Demolition” sector.

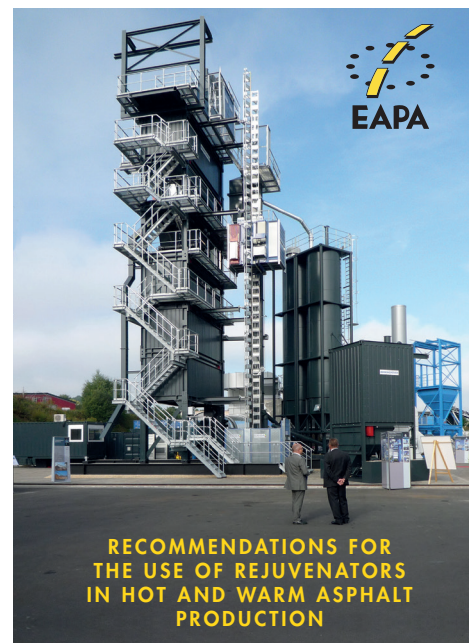
In March 2019 the Commission published a Staff Working Document on the implementation of the Circular Economy Action Plan with 54 actions, with several actions affecting the way we will build and maintain the roads in the coming years. Among others, it can be highlighted the proposal for “New/revised EU green public procurement criteria integrating new circular economy requirements for road design, construction and maintenance”.

In this context, Asphalt is one of the best tools for our Administrations to meet such requirements, as at the end of its service life, it can be re-used 100% to build a new road. At the same time, current technologies allow the construction of new roads with a content of Reclaimed Asphalt up to 90% in hot and warm mixes and 100% in cold recycling.

One of the greatest technological milestones to achieve this was the use of rejuvenators, which, by restoring the flexibility, cracking resistance and rheological properties of the mix, without reducing other important properties, allow the addition of high quantities of reclaimed asphalt in new pavements.

There is nowadays an increasing demand to classify various products on the market as “rejuvenators” and a great deal of research projects on this topic. However, there is not any harmonised method for the assessment and classification of these products. In 2018, EAPA, the European Asphalt Pavement Association, published a Guidance Document where the best knowledge of each country was included, covering different levels, from plant to unit control.

Due to the great feedback received from the industrial community and with the aim of maximising the dissemination and outreach of EAPA’s work, the Association organises the **1st EAPA Workshop on the use of rejuvenators in asphalt mixtures.**



Joint EAPA-ISAP Event

The workshop will be held in Padova, beautiful historical city located in North-eastern Italy (30 km from Venice), at the Caffè Padrocchi (Rossini room) - Via VIII febbraio, n. 15 - 35122 Padova (Padua, Italy).

It will take place in the afternoon of 10 September 2019 and the morning of 11 September followed by the 5th International ISAP Symposium on Asphalt Pavements & Environment (APE), at the Palazzo del Bo - Via VIII Febbraio, n.2 - 35122, Padova (Padua, Italy). More info at: <http://www.isap-ape-2019.org/index.html>.



It is possible to register for both events, obtaining a fee reduction.



Fees

Registrations and payments must be done by 9th September 2019 at:

<http://www.isap-ape-2019.org/registration.html>

Fee reductions are available for ISAP and/or EAPA members, as well as PhD Students. Joint registrations for both events also have discounts, according to the following table:

	Only EAPA Workshop	Only ISAP Symposium	Both events
Standard fee	120 €	650 € ³	720 € ³
EAPA member ⁴	80 €	650 €	680 €
ISAP member ¹	80 €	500 €	550 €
PhD Student ²	80 €	350 €	400 €

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1. ISAP membership fee already paid for year 2019.
 2. For reduced fee, students must submit the Certificate of Enrolment for academic year 2018/19. Ph.D. students of all Departments of the University of Padova must directly contact their Department Administration (without using the following registration form).
 3. Conference registration includes the ISAP subscription for year 2019.
 4. EAPA members or members of EAPA members

Provisional agenda

Day 1 Tuesday 10 September 2019

16.00

Registration and networking opportunity

16.30

- Opening – EAPA Secretariat
- Opening – Gabriele Tebaldi (ISAP)

16.45

Presentation of EAPA Position Paper

17.15

Coffee break

Session 1

Research innovations on the use of rejuvenators in asphalt

17.30

- Tine Tanghe – BRRC (Belgium)
- Tomas Koudelka – Brno University (Czech Republic)
- Martins Zaumanis – EMPA (Switzerland)
- Emmanuel Chailleux – IFSTTAR (France)
- Martin Hugener – RILEM TC RAP (International)

19.30

Networking reception and closure of Day 1

Day 2 Wednesday 11 September 2019

Session 2

Industrial experience on using rejuvenators

9.00

- Edvards Pavloskis – Binders (Latvia)
- Xavier Carbonneau – Routes de France (France)
- José Luis Peña – ASEFMA (Spain)
- Henrik Arnerdal – Trafikverket (Sweden)
- Rob Hofman – Rijkswaterstaat and CEDR

11.00

Coffee break

Session 3 – Workshop

11.30

Work in groups

12.30

Closure of EAPA Workshop – EAPA Secretariat

14.00

ISAP 2019 APE Symposium

Travel information

By Air

Venezia "Marco Polo" Airport (49 km)

From the airport, travel to Padova by:

- SITA coach (every 30 minutes) until 10 pm
- Train from Venezia-Mestre railway station. The airport is linked to the train station by ATVO Fly bus or ACTV city bus no. 5
- Air Service (tel. 049 8704425, reservation@airservicepadova.it) or Landomas minibus (tel. 049 8600382, landomas@landomas.it). Book at least 24 hours in advance

Treviso "Antonio Canova" Airport (62 km)

The airport serves low-cost airlines. Travel to Padova by La Marca coach until 8.30 pm or by train. The airport is linked to the train station by ACTT bus no. 6.

Verona "Valerio Catullo" Airport (86 km)

From the airport, travel to Padova by train. The airport is linked to the train station by Aerobus until 11 pm.

Bologna "Guglielmo Marconi" Airport (120 km)

From the airport, you can travel to Padova by train. The airport is linked to Bologna train station (6 km) by Aerobus.

Milano Bergamo Orio al Serio Airport (197 km)

From the airport, you can travel to Padova by train. The airport is linked to Bergamo train station (10 minutes) by ATB bus.

Milano Linate Airport (240 km)

From Linate, travel to Padova by train from Milan Central Station. The airport is linked to the train station by ATM bus.

Milano Malpensa Airport (281 km)

From Malpensa, travel to Padova by train from Milan Central Station. The airport is linked to the train station by the Malpensa Shuttle (every 20 minutes).

By Car

In Italy motorways require a toll. You pay it when you leave the motorway; a ticket automatically issued to the driver when entering the motorway is required for payment. You can use most major credit cards in automatic machines in the lanes marked: "FastPay" or "Viacard".

If you are not familiar with the competitive European (and, in particular, Italian) way of driving, avoid long travels by car; it is quite different to travel 200 or 300 miles in Italy or in the United States, and in particular it is difficult to estimate the required time.

Car rental fees depend on the car type and the length of the rental period; and may increase if the car is returned to a different location. The lowest fee is of 50 Euros per day; inquire locally at your favorite international car rental company for more information. Car rentals available at Venezia airport are: Hertz, Thrifty, Avis, Maggiore, Europcar, Sixt.

If you are going to come by car, make sure that your hotel has a parking lot, as parking in the centre of Padova might be quite difficult.

- A4 Torino-Trieste. Exits at Padova Ovest and Padova Est
- A13 Bologna-Padova. Exits at Padova Sud and Padova Zona Industriale

www.autostrade.it

By Train

From Milano, the typical ride time is 2 to 3 hours, 4 to 6 hours from Roma, according to the category of the selected train, and 2 hours from Bologna.

First and second class are available; for Eurostars and Intercity trains a supplement is required, and in some cases a seat reservation is mandatory: so, specify which train you are going to board when asking for a ticket.

All tickets (both round-trip and one way) have a validity of 2 months. Before boarding the train, you have to validate them by stamping them in the yellow machines located on the platforms and throughout the station.

The railway station is a 15-minute walk from Padova old city centre.

For timetables and information:

Trenitalia (high speed and local trains)

Phone: +39 892021

www.trenitalia.com

Italo (high speed trains)

Phone: +39 060708

www.italotreno.it

By Coach

Flixbus

Bus stop: via vecchio Gasometro (near piazzale Boschetti), Padova

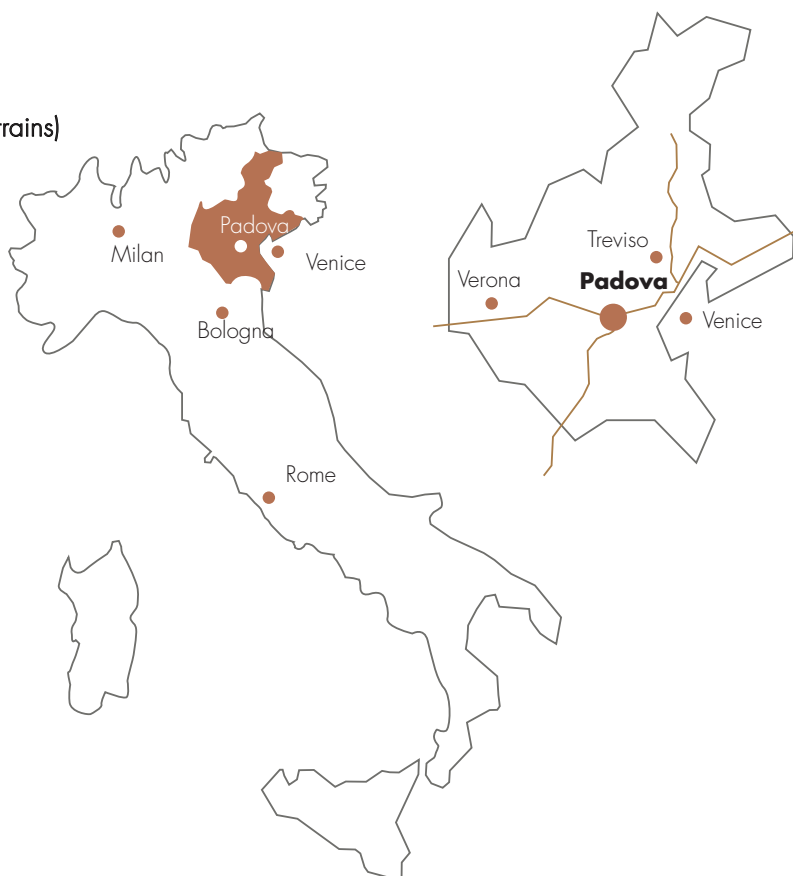
Megabus

Bus stop: viale della Pace, Autostazione, 15-minute walk from the old city centre.

This is near Padova Railway Station for all local connections. There are local bus stops serving Padova nearby and the tram stop outside the station serves line SIR1.

Local Bus Transport

Further information about local bus transport can be found at www.fsbusitaliaveneto.it.



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