

# ERMCO NEWS

Boulevard du Souverain 68  
1170 Brussels  
BELGIUM

EUROPEAN READY MIXED CONCRETE ORGANIZATION  
ASSOCIATION EUROPEENNE DU BETON PRET A L'EMPLOI  
EUROPÄISCHER TRANSPORTBETONVERBAND

Tel: Int + 32 (0) 2 645 5212  
Fax: Int + 32 (0) 2 35 1467  
URL: <http://www.ermco.eu>

## SUMMARY

Welcome

ERMCO Statistics 2010

Page 1

Technical news: Alkali-activated binders

Application to Concrete Truck Mixers of differential rates of taxation on motor fuel

CEN/TC104/SC1 technical meeting on Concrete – specification, performance, production and conformity

Why is concrete not more widely used for roads?

Page 2

Member of:



## Welcome

The 2011 meeting of ERMCO Representatives was held in the Admiral Hotel in Copenhagen on the 9 -10 June: an opportunity to get all ERMCO Members together and to take stock of the situation in the Concrete Industry.

The Reps meeting was preceded by selected presentations. Sverre Tiltnes from the Norwegian Green Building Council and Kaj Török from Futerra, a P&R Company, illustrated themes on the use of concrete for sustainable development and on how to communicate benefits of "Green Building" to stakeholders. Jessica Johnson presented the European Concrete Platform's *Multilingual Glossary On Sustainable Construction*. The President of the Italian Association ATECAP described preparations for the ERMCO Congress to be held on 21 and 22 June 2012 in Verona (Italy).

During the formal meeting, in his president's address, Andrea Bolondi pointed out that despite several European countries continuing to cut housing and public investment, there are signs that 2011 might be the end of years of decline. In this context concrete should be appreciated as the most flexible, sustainable and best-performing construction material.

The Representatives approved the nominations of Messrs. Apruzzese (France), Cavedes Mondragòn (Spain), Teles Fernandes (Portugal), Grönvall (Sweden), and Guleryuz (Turkey) as new Board members. The new Board re-elected Mr. Bolondi as ERMCO

President with Messrs. Tosterud and Rusecki as Vice Presidents.

A Gala dinner in Ledreborg Castel was organized by the Scandinavian Associations (Denmark, Finland, Norway and Sweden) who sponsored the whole event. Three charming opera singers sang and involved participants and the president in their show.

As usual, meetings of the Board and Ecotec Committee also took place on this occasion. The Board approved the appointment of a new Task Group to prepare basic software for writing a common European Environmental Product Declaration for concrete.

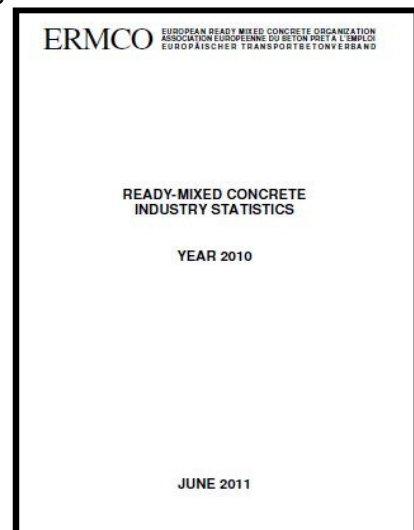
The EcoTec meeting was devoted to preparation for the TC104/SC1 meeting later in the month.

We would like to thank all of you who were in Copenhagen for your attendance and the contribution made to the success of our annual meeting.

ERMCO Secretariat team ■

## ERMCO Statistics 2010

The ERMCO 2010 statistics are available on the ERMCO Website in an improved edition, with updated information and a number of new diagrams.



## Technical news: Alkali-activated binders

A recent article in the UK 'Concrete' magazine describes work at the British Research Establishment on the use of alkaline activators such as sodium hydroxide to 'activate' materials like flyash and ground granulated blastfurnace slag, without the use of Portland cement. The 'activator' releases the cementitious properties of the binders in a polymerisation reaction. Most easily applicable to precast factory production, these methods have nevertheless been used in ready-mixed concrete in Australia. Read more ([here](#)).

## Application to Concrete Truck Mixers of differential rates of taxation on motor fuel.

In the summer 2009, our Belgian member, Fedbeton, brought to the attention of the Directorate Indirect Taxation and Administration of the EU Commission, a question on the application of a reduced level of taxation to the fuel used to power the mixing drum of truck mixers. This option is foreseen by Article 8 of Directive 2003/96/EC, which imposes different rates of taxation on motor fuel. An initial level of 421€ per 1000 liters is applicable to fuel used for general purposes, while a lower level of 21€ per 1000 liters is applicable to fuel used for industrial and commercial purposes such as, among others, the operation of stationary motors or plant and machinery used in construction, civil engineering and public works. After Fedbeton's initiative, ERMCO wrote to the Commission on the same subject, and in March this year received a declaration by the Commission that Member States could apply the reduced rate (21€ per 1000 liters) to the fuel used for the mixing drum of truck mixers. It is up to each Member State to fix the conditions of application of the reduced rate. Accordingly, National Associations should lobby at a national level for the application of the reduced taxation in their own countries. To read the ERMCO instance and the official letter of the EU Commission under discussion, click ([here](#)).

## CEN/TC104/SC1 technical meeting on Concrete – specification, performance, production and conformity.

On 29 – 30 June, the Secretary General and Chairman of the EcoTec committee attended, in Helsinki the CEN/TC104/SC1 meeting, mainly concerned with the revision of the concrete standard. Most of ERMCO's concerns were satisfactorily met. With a view to their future incorporation in EN206, CEN Technical Reports will be produced on the *Equivalent*

*Durability Procedure*, on control charts, and on the three concepts for the use of additions *k-value*, *Equivalent Concrete Performance* and *Equivalent Performance of Combinations* (cement).

Other miscellaneous points:

- a number of contentious issues on conformity have still to be agreed;
- an ERMCO liaison has been agreed with TC154, *Cement and lime*;
- controlled addition of any admixture except AEA will be allowed at the truck.

The resolutions agreed in the meeting, and a report have been circulated to ERMCO.



## Why is concrete not more widely used for roads?

Everybody (nearly) drives a car. Everybody gets frustrated by road repairs, and delays. Faults in the asphalt? Why is durable concrete surfacing not used more widely? Cost? Noise? We have all heard of concrete answers to this problem, but here is a new one, from the USA, reported in UK *Concrete* magazine – surface grinding of road pavements to minimise noise. Click ([here](#)) to find out more.

Also, from America, click ([here](#)) to see how aggressive the concrete industry can be in marketing concrete for use in roads.