

31st Annual

European Conference on tyre recycling



**Tyre Recycling :
is the future circular ?**



**Tuesday through Thursday 24 - 26 March 2026
LE LOUISE Hotel, Brussels**

The Sponsors

ETRA, the European Tyre Recycling Association is the *only* European organisation devoted *exclusively* to tyre and rubber recycling. Membership includes both the public and private sectors involved in the environmentally sound management and valorisation of post-consumer tyres and more recently, allied industries that rely on recycled tyre materials (RTMs) as source materials or ingredients. Policy and decision makers as well as those organise and connect the links in the value-chain are represented.

With a focus on material recycling, ETRA members include those who process tyres into standardised materials or use them in an expanding array of applications and products. Support industries including collectors, equipment manufacturers, research and training institutions, product developers, governments, NGOs, investors etc., are also members.

As the tyre recycling industry has matured, ETRA, its Board and members have worked with material users, research bodies and an array of industries to develop innovative new technologies, materials, products and applications to meet the needs of current and evolving markets. In recent years, the focus has included not only new or first level secondary raw materials – but a series of recyclates. The range of these products is beginning to expand under the new Circular Economy parameters.

Since 2013 ETRA has cooperated with many organisations to introduce and train new professional audiences and familiarise them with the range of benefits that can accrue from recycled tyre materials, products and applications. In 2014 ETRA joined forces with ANTEL Italy to offer training for municipal engineers in annual day-long seminars. Other States are now interested and participate.

In 2015 a new programme was begun with ASTM, carrying on from the one initiated with CEN in 1999. 2017 saw a new ASTM committee on Recycled Carbon Black (D36) during the ETRA Conference, and EIT also made its debut. These relationships are helping to broaden the professional base of those who use, develop, exploit and recommend recycled tyre materials.

Recognised by the European Commission and Parliament, ETRA assisted in the Recycling Forum and dialogues on the Thematic Strategy for the prevention and recycling of waste and was a speaker at the Parliamentary hearings on Waste Management Policy in 2006, 2008 and 2016. ETRA contributed to the first Basel Convention 'Guidelines for the identification and management of used tyres' and participates in missions for UNEP and UNOPS.

ETRA works closely with member companies, industries and affiliate organisations to develop innovative concepts into viable, commercialisable projects. Participation takes many forms, from management and operations, to the development of technologies, materials, products and applications. ETRA, Vice Presidents and members are currently participating in a number of projects supported under EU funding schemes. New projects are being developed under Horizon 2020, PIC, EIT, LIFE, and others. The Partner Registry and student ESEE which will be presented during the conference, facilitate member identification and participation.

NETWORKING and DEVELOPMENT

A European thrust towards sustainability and resource efficiency through the Circular Economy increasingly focuses on contributions attainable from expanded and improved material recycling. The results are evident in the cost-effectiveness, reduced carbon emissions and energy use, as well as the enhanced performance of output materials. Recent innovations have led to a vast expansion of the range and variety of materials and products available, and the sectors that can benefit from these performant and sustainable materials.

Today, the most basic recycling treatments provide viable outputs of all three of the principal material groups : rubber, steel and textiles. More sophisticated, multi-treatment processing has begun to result in materials that can effectively replace a broad range of virgin resources required by diverse, sophisticated markets.

ETRA works closely with five key industry sectors to assess material requirements, products and applications that are currently used in order to identify others which could be potentially produced from recycled tyre outputs. With a product inventory in hand, product descriptions and use-mapping options are being prepared for circulation to manufacturers and users in a broader market range.

In 2022 ETRA **started RE-PLAN CITYLIFE**, a EU funded project which scope is to raise awareness about the Circular Economy opportunities for Materials, Products and applications obtained from tyre recycling in order to stimulate the adoption of environmentally friendly behavior and practice in urban communities: <https://www.re-plancitylife.eu/>. The sectors involved are Transport Infrastructures (roads and rails), Building Construction (concrete reinforcement and insulation), Sports facilities and Urban Furniture.

In 2023 the initiative expanded to highlight new and ongoing relationships with support programmes and professional organizations, including EU CINEA, ERMCO, ASTM, FEHRL, Elanova (France), ANAS (Italy), AIMPLAS (Spain), among the others. ETRA is strongly committed in expanding contact before the Commission, Parliament and other EU government bodies. New organisational relationships have been formed in Morocco and Africa, Asia: India, Indonesia, Vietnam and others around the world.

In 2025 ETRA started **SMILE CITY** project in which Recycled Tyre materials are used to develop Circular Systemic Solutions to expand sustainable mobility: <https://smile-city.eu/>

The Conference programme consists of topical plenary sessions and focused discussions on particular issues impacting the sector. The objectives are to offer updated information about the activities of the sector today, within and outside the EU; to provide opportunities for colleagues to meet and to network in informal settings; to stimulate exchanges of experience and expertise; and to explore prospects to work together in a variety of research, development, commercial and sectoral activities.

31st Annual

ETRA

Conference

Tuesday 24 March 2026

Objectives and Opportunities of the Conference

- Update and strategic vision
- Networking and value relationships
- Exchange of skills
- Collaboration and future development

Schedule of the day for Conference Delegates

- 09.30 Welcome Coffee
- 10.30 RUBBERISED ASPHALT TRAINING WORKSHOP (OPEN TO ALL)
- 16.40 End of the Workshop
- 16.40 Coffee Break
- 17.00 ETRA General Assembly Meeting (ETRA Members only)
- 18.30 End of General Assembly
- 19.30 Cocktail Reception
- 20.30 Networking Dinner in honor of Speakers and Delegates

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Training Workshop



Rubberized Asphalt for Cycling Lanes and Urban Roads



263 million tonnes of hot and warm mix asphalt were produced in 2024 in EU-27 plus Great Britain, Iceland, Norway, Serbia, Switzerland and Turkey.

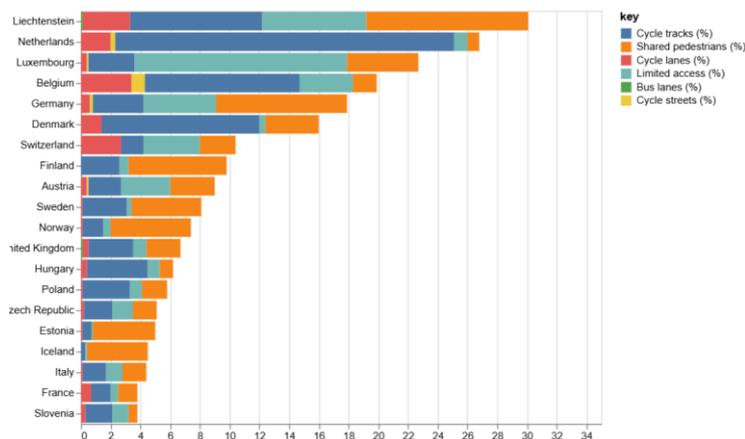
In Europe, **Roads in urban areas** account for 20.1% of the total road network by length, which are travelled by the 67,5% of the population. This heavy usage leads to significant wear and tear on asphalt, necessitating frequent and costly maintenances.

Cycling infrastructures have been more and more integrated and better organized, valorizing existing network and expanding through new investments.

The ratio of extended cycling infrastructure to public roads is an indicator of road coverage by cycling infrastructure. The ratio of extended cycling infrastructure to public roads varies from country to country and city to city, roughly from 2% to 25%. The extended cycling infrastructure used in the numerator includes: cycle tracks, cycle and pedestrian tracks, cycle lanes, limited

access roads, bus lanes and cycle streets. The length of the road network used in the denominator is calculated by adding main roads and local roads. The local roads were selected using the following tags: residential, living street, unclassified.

The ratio is an alternative estimate of completeness of the cycle network, and provides a rough but effective idea of the extension of the cycling networks and the potential market for paving materials and techniques.



The ratio of extended cycling infrastructure to public roads (Smile City Project Deliverable D2.2)

Used in **Cycling infrastructures Recycled Tyre Materials (RTMs)** may contribute to realize more durable and performing surfaces, valorizing high quality recycled materials, and reducing the depletion of natural resources.

This is what they have in common a few projects that are cooperating to develop and promote more sustainable infrastructures and mobility solutions. A key role will be plaid by the use of innovative and more sustainable solutions developed thanks also to RTMs.

The **SMILE CITY Project**, engages both citizens and industrial leaders in the green transition towards climate-neutral solutions for Circular Cities developing Circural Systemic Solutions with intensive use of recycled materials, in Cycling Lanes and Infrastructures.

RE-PLAN CITY LIFE is the project aiming to raise awareness among Technicians of P.A., stakeholders, policymakers on the use of Recycled Tyre Materials (RTMs) in transport infrastructure building, urban areas and Sport Infrastructures. The RE-PLAN CITY LIFE project promotes environmentally friendly behaviors in urban communities, stimulate the adoption of Circular Economy best practices, and create further opportunities of cooperation and implementation through new projects.

The projects aim to expand the use of Recycled Tyre Materials to improve the performance and the sustainability of transport infrastructure, and are cooperating to create more opportunities of dissemination and networking.

Scope of the Workshop is to:

- Describe and analyse the Pilot Demosite selected by the P.A.s of Smile City Project
- Discuss the main issues and how they can be addressed
- Propose asphalt mix recipes with RTMs (Recycled Tyre Materials) and explain how they can be produced and applied
- Plan the Urban Living Lab (ULL) onsite visits and training of SMILE CITY
- Present new projects calls opportunities for ongoing training and further development

The event is free and open to anyone interested and offers a unique opportunity of discussion and interaction with relevant Stakeholders.

Agenda

10:30	Workshop Introduction SMILE CITY Project Pilots	ETRA
10.50	Rubberised Asphalt: types, methods, properties Which properties should be advisable for cycling lanes / tracks (Presentation)	KERIDIS
11.10	What are the typical design, profile, and asphalt mix of average cycling lanes / tracks (Presentation)	TRS

11.30	A set of recipes developed and tested (Presentation)	RECYKL
11.45	SMILE CITY Demosites: context, tracks, issues to be addressed (Brief Presentations / Round Table Discussion / Conclusions)	CEUS / Project Partners
13.15	Light Lunch	
14.00	Solutions with rubberised asphalt to adopt for cycling lanes / tracks: - cycling track profile (section) - asphalt mix - customisation according to the local specific situations (Round Table Discussion / Conclusions)	CEUS / KERIDIS / ALL
14.50	Bridge the gap between the Project, Paving Companies, Municipalities: - Norms and regulations - Rubberised Asphalt Questionnaire - Onsite visits (Round Table Discussion / Conclusions)	Lucca / KERIDIS
15.40	The role of Municipalities in defining the Eco-incentives - Which incentives would more usefull for Citizens - What could be the role of Municipalities - Eco-incentive Questionnaire	ECOSISTEMI
15.50	Urban Cycling & Health	UNITO



16.00	Fourth Call for Proposals EUI - Innovative Actions	EIPA
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Open

Fourth Call for Proposals EUI - Innovative Actions

With a provisional budget of EUR 60 million ERDF, the fourth Call for Proposals of EUI - Innovative Actions is targeting city projects driving innovation at the local level.



- 16.30 Next appointments
 - Forum Buygreen, Rome 27-28 May 2026
 - Forum PA, Rome 9-11 June 2026
 - Workshop Rubberised Asphalt, Athens (October)

ETRA

- 16.35 Final remarks
- 16.40 Workshop Closure

16.40 Coffee Break

- 17.00 ETRA General Assembly Meeting (ETRA Members only)
- 18.30 End of General Assembly

19.30 Cocktail Reception & Networking Dinner



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ETRA

Conference

Programme

Wednesday 25 March 2026

08.30 Registration and Welcome coffee

09.00 Introduction and Opening Comments

Ettore Musacchi

Green Deal has been criticized under different points of view from many parts. In 2025 after the new EU Commission has been appointed and a new policy has been designed green objectives have been put in less prominent position. However, the core values had been already internalized by the society. Companies and people have understood and agreed on the logic and the benefits. Despite there will be revisions, adapting in the objective and in the schedule, the way is marked. What is at stake for Europe is not just economic growth, but the future of its model. Europe must be the place where tomorrow's technologies, services, and clean products are invented, manufactured and marketed, as we stay the course to climate neutrality. Three transformational imperatives have been identified to boost competitiveness: 1) Closing the innovation gap; 2) A joint roadmap for decarbonisation and competitiveness; 3) Reducing excessive dependencies and increasing security.

In 2024 EU automotive industry entered a severe crisis which worsened in 2025, obliging the EU Commission to review the 2035 deadline of zero emission goal. This down turn is generating a vicious deflationary circle pushing the adoption of trade protection measures through tariff adoption, which will probably worsen the situation. It is difficult to believe that tyre production will not be affected. This will have implications either on the EOL tyre generation and their management. Then there are all the strategic, economic, technical aspects connected to Rubber. Despite NR is no more classified as Critical Raw Material (CRM) the reality is even more critical: the supply chain is still at high risk owing to the political instability in many global areas.

From one side there are pushes to postpone decarbonisation going back to older models, on the other side recycled rubber has become a reliable alternative to virgin materials. This is where we are now. And the future? Is it circular? We will try to discover together during the Conference.

The Programme is designed to stimulate discussion on where we are today and how we can move to the future. The sessions will be presented in four parts. **Part A : The Critical Challenges we Face; Part B : Sustainability means opportunities; Part C Materials for the Industry; Part D : Supporting Innovation.** Each panel will allow time for questions and discussion.

Keynote Address :

Román Arjona, DG Grow

Headwinds and springboards for EU Industry

Against the backdrop of a very fast-moving geopolitical and geo-economic landscape, global trade patterns are undergoing deep and quick shifts, industrial policies are becoming more assertive, and rivalry in tech is vividly intensifying.

Headwinds are bringing cost pressures and downside risks in traditional EU industrial sectors, strategic dependencies and single points of failure, and investment needs that exceed current trajectories and risk to widen the EU's competitiveness differential. Many economic security strategies have pivoted towards securing more robust and resilient supply chains, in an effort to bolster economic stability in the face of global uncertainties. While the EU remains a frontrunner in technologies such as renewables and advanced manufacturing, it faces a gap with the US and China in transversal digital technologies.

On the springboards side, large opportunities rest ahead, including deeper Single Market integration, strengthened economic security, and a refocused European long-term budget. These should support capital flows towards productive industrial activities, strengthen Europe's industrial competitiveness, and accelerate the development of clean and more resilient supply chains and production capabilities.

Román Arjona is Chief Economist at the Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs of the European Commission. In addition to his role at the European Commission, Román Arjona is Vice-Chair of the OECD's Committee for Industry, Innovation and Entrepreneurship (CIIE). He was Chief Economist and Head of Strategy and Foresight at the Directorate-General for Research & Innovation, and Vice-Chair of the OECD's Committee for Science and Technology Policy (CSTP). He previously served in the Spanish government as Secretary-General for Science, Technology and Innovation, and before joining the Commission he was an adviser to the Spanish State Secretary and the Spanish Minister for Science and Technology. Mr Arjona worked for the European Investment Bank and the International Monetary Fund as well as for the OECD as an economist. He is a former member of the World Economic Forum's High-Level Advisory Group of the Europe Inclusive

Growth and Competitiveness Lab, and of its Global Agenda Council on New Growth Models. Román graduated in Economics at the University of Valencia with a special distinction and holds a Masters' degree in European Economic Studies from the College of Europe in Bruges and a PhD in Economics from the European University Institute in Florence.

PART A : THE CRITICAL CHALLENGES WE FACE

ELTs are a fundamental waste stream for tyre recycling industry, necessary to make plans for investments and the expansion of Recycled Tyre Materials (RTMs) Markets. Despite industry and market have become more and more familiar with recycled materials, and there is growing capacity to treat these tyres inside Europe, an unfair competition is still plaid by organizations focused on exporting waste tyres to countries with a lower environmental control. These practices are creating double damage: to European companies, the market and to the environment. Quantifying ELTs in the EU, is among the most crucial issues demanding review, revision and stability today in terms of planning for future industry development and investment. These data are imperative to understanding the flow of materials into and out of the system. Evolving issues and challenges that will impact adequate tyre supplies in future will be discussed – including how changing supply patterns could have a bearing on existing and future recycling markets.

09.30 Panel 1 Where Tyre Recycling is going

Quantifying ELT

Closing the Loop on End-of-Life Tires: the AZuR Model

End-of-Life Tyre Market and EPR System Design in Georgia

Opportunities in the Circular Economy, Pyrolysis, Materials and Markets

The Potential Release of Chemicals from Crumb Rubber Infill Material A Literature Review

Questions and Discussion

chair Peter Taylor OBE

Simon Hodson, Astutus Research, UK

Christina Guth, Netzwerk-AZuR, Germany

Shalva Akhvlediani, Recsol, Georgia

Rahul Goyal, W2R, India

Federica Ghelli, University of Turin, Italy

Ewan Scott, UK

Peter Taylor OBE is Secretary General of the UK Tyre Recycling Association and an ETRA Board Member.. His involvement with the tyre industry at both domestic and international levels is extensive and diverse and he brings with him five decades of market experience and vision to our conference.

Simon Hodson is Director of Analysis at Astutus Research, an automotive-focused provider of business information. He has lead responsibility for coordinating the research and analysis program across the tyre and aftermarket segments which encompasses competitive intelligence, market sizing and segmentation, pricing and channel analysis. Previous roles include Publishing Director at Progressive Media International and 15 years within the automotive business unit at Datamonitor, rising to Research and Analysis Director. He holds a BSc. and MSc. in Economics from the London School of Economics.

Christina Guth is the coordinator of the AZuR Network, gathering collectors, recyclers and other stakeholders working in the German tyre recycling value chain. She has long experience in marketing and management and in 2019 she launched AZuR – Alliance for the Future of Tyres sponsored by WDK, the German Rubber Industry Association who is the leading organization of German manufacturers of tires and technical elastomer products. WDK represents approximately 200 companies with around 70,000 employees. Since 2021, the association, with Stephan Rau, its Technical Director, has served as the patron of AZuR.

Shalva Akhvlediani is the Chief Executive Officer of Tegeta Green Planet, the environmental and circular-economy division of the Tegeta Holding Group in Georgia. In this role, he oversees the development and implementation of sustainable waste management solutions, focusing particularly on automotive waste streams such as tires, batteries, and oils, and on advancing EPR systems. He is also Co-Director of Recsol LLC, a tire recycling company established to develop one of the most advanced tire recycling facilities in the region, contributing to Georgia's transition toward a circular economy and sustainable infrastructure.

Mr. Rahul Goyal Founder & Director, Waste to Energy Solutions Pvt. Ltd. (W2R) Mr. Rahul Goyal is an Indian entrepreneur and sustainability leader with extensive expertise in tyre recycling, waste-to-energy technologies, and circular economy systems. As the Founder and Director of Waste to Energy Solutions Pvt. Ltd. (W2R), he is actively driving the transition toward resource-efficient and environmentally compliant solutions for end-of-life tyres (ELTs) and industrial waste in emerging markets. With a strong combination of engineering and business acumen, Mr. Goyal plays a key role in bridging policy, industry, and technology—supporting the alignment of India's recycling ecosystem with global and European sustainability frameworks.

Federica Ghelli Biologist, with a bachelor's degree in Biological Sciences and a master's degree in Environmental Biology, I am completing my Ph.D. in Pharmaceutical and Biomolecular Sciences and I am currently a research fellow at the Department of Public Health and Pediatrics at the University of Turin. I focus my research activity on primary prevention, health promotion, and health literacy, with a special emphasis on the investigation of the human-environment relationship *via* a molecular epidemiology approach, and, specifically, through the analysis of oxidative and inflammatory status alterations.

Ewan Scott is Editor of 'Tyre and Rubber Recycling', Europe's leading publication dedicated to tyre and rubber recycling since its launch. He has written about the tyre industry for over 25 years and has a broad understanding of the sector. Interest in ELT recycling was inspired by attending an ETRA Conference in Cambridge (UK) 19 years ago. Since then he has developed a broad spectrum of knowledge about the sector and has interviewed participants from collectors, through producers, to representatives of tyre management agencies in several EU countries. He believes that the tyre recycling sector has an important role to play in leading the waste sector towards a sustainable solution to handling difficult waste-streams

11.10 Coffee Break

11.30 Panel 2 : Make the Sector Economy working better

Chair : Ettore Musacchi

The road to decarbonised mobility in Europe

Massimiliano Bienati, ECCO, Italy

Reimagining Circularity in the Tyre Sector: From Vision to Collaborative Action

Santiago Llopis, AIMPLAS, Spain

The evanescent role of the scientific research in the challenge of tire recycling for the green deal

Prof. Fabrizio Quadrini, University Torvergata, Italy

Eco-design for RTMs: SMILE CITY Project

Laura Sorge, Fondazione Ecosistemi, Italy

The Human Element of Tyre Recycling: How Behavioral Shifts Drive the Adoption of Recycled Materials

Henry Peyret, Wassati, France

Q&A

Dott. Ettore Musacchi has been involved in tyre recycling for over 25 years, during which time he set up and developed many industrial projects. He is a member of the CEN Committee on Tyre Recycling and of the Ministry of Health Commission on Artificial Turf. He has been Managing Director of an SME tyre recycler. Earlier, he worked in banking for 9 years, where he assumed roles in various departments including 4 years in foreign exchange, after which he became a Certified Accountant. He developed considerable technical skill and experience as he managed the development and production of several new products and EU Projects. He is Secretary General of ETRA.

Massimiliano Bienati holds a PhD in Science from Humboldt University in Berlin and an MBA from the Polytechnic University of Milan. After an international management experience in industry, he has been working on environmental and climate policy since 2008, contributing to projects on sustainable transport, energy and climate, and the circular economy. Since 2022, he has been Head of Transport Policy at ECCO, the Italian climate change think tank.

Santiago Llopis Graduated in Chemistry at the University of Valencia specialized in laminar materials for energy applications. Currently, he works in the Chemical Recycling cell of AIMPLAS as a research technician. He has experience in the field of plastic materials, chemical and mechanical recycling, life cycle analysis and characterization of polymers and monomers. Experience in projects related to Circular Economy, chemical recycling of thermoplastic, thermosetting and elastomeric plastics. Within his competences he leads the research lines related to: recycling of elastomeric materials and recovery of Critical Raw Materials from electrical-electronic waste. In addition to the different polymeric waste valorisation techniques such as: gasification, pyrolysis, solvolysis, selective dissolution, biological degradation, and de-crosslinking.

Prof. Fabrizio Quadrini, PhD, is full professor of Manufacturing Technologies in the Department of Industrial Engineering of the University of Rome Tor Vergata. During his career, he collaborated with several industrial partners to design and optimize new processes and products. He has been scientific coordinator on several national and international projects. He is author of about 260 manuscripts accepted in international journals and conferences (207 on Scopus, Hindex =22). He has been member of ASME/MED Manufacturing Processes Technical Committee (MPTC); at present he is Coordinator of the Bachelor's in Engineering Sciences, and Coordinator of the Space Sustainability Center of the University and EDA's IF CEED Expert. His main scientific interests deal with laser processing of metals and plastics, forming and machining of metals, composite materials, cellular materials, manufacturing processes, additive manufacturing, smart and shape memory materials, technologies for recycling, circular economy, critical raw materials and smart materials for space application.

Laura Sorge holds a degree in Economics and Management, specialising in Business Administration at the University of Rome Tor Vergata. At Ecosystems Foundation since 2018, she works on green public procurement, environmental taxonomy and training for environmental sustainability. She manages national and European projects focusing on circular economy, green public procurement and corporate social responsibility. In European projects, she has been involved in the Life Green Fest project for the definition of environmental criteria for cultural events, and is currently the project manager of the Horizon SMILE CITY project and coordinates the activities of the REPLAN City Life project for Fondazione Ecosistemi.

Henry Peyret – Co-founder of Wassati Initially trained as a computer engineer and AI specialist, after serving as technical director for IT services companies in the industrial and nuclear sectors, and a second career as an international expert in data transfer, master data, data governance and AI for Forrester Research, as well as the creator of a research group on the use of technologies for user experience, I am now the co-founder of Wassati, a research institute and provider of AI-based solutions to build trust and engagement around CSR, AI Act, CSR, SDGs, etc.

13.00 Lunch

PART B : SUSTAINABILITY MEANS OPPORTUNITIES

Mobility infrastructure, at its simplest, refers to the foundational systems and structures that facilitate the movement of people and goods from one location to another. This includes the physical pathways, such as roads, railways, waterways, and airways, alongside the essential terminals like airports, train stations, bus depots, and ports. Beyond these tangible elements, it also encompasses the supporting structures like bridges and tunnels that overcome geographical barriers, ensuring continuity of travel. The fundamental purpose of this infrastructure is to enable societal functions, ranging from daily commutes for individuals to the complex logistical chains that underpin economies.

The core components of any transportation system, which forms the backbone of mobility infrastructure, extend beyond mere physical routes. They include the modes of transport themselves, which are the vehicles used for movement; the infrastructure, providing the physical support; networks, representing the organizational structure of connected locations; and flows, denoting the actual movements of people, goods, and information across these networks. Each element operates in concert, creating a system that allows for various types of

movement, whether for passengers or freight. Mobility infrastructure represents the essential physical and organizational framework enabling movement, connecting places and people across diverse landscapes. Different forms of mobility infrastructures serve distinct purposes and scales. Roads, being the most common, connect various places and are utilized daily for a multitude of journeys, ranging from local trips to long-distance travel. Railways, conversely, excel at transporting large volumes of people or freight efficiently over moderate distances, particularly within urban areas where they offer a faster, cleaner alternative to road congestion.

14.00 Panel 3 : Rubberised asphalt

Chair : Ir Costis Keridis

Rubberised asphalts are technically viable and more sustainable. Experiences and demonstration works have been done in many countries confirming the feasibility and the benefits. Recycled rubber can be used in road asphalts to improve performance and durability. Recycled rubber in powder size can be added to hot bitumen (wet method) and then mixed to aggregates, while rubber granulate can be mixed directly to aggregates (dry method). According to the process and the mix design it is possible to emphasize various features obtaining better performances. The first application dates back to the 50's - in the USA - and continues since then, due to the successfully increased performance. In Europe we are still struggling to go beyond demonstration works. None the less these works started in the 80's and allowed to develop also in Europe awareness and technical skills in various countries.

Recycled Tyre Materials (RTMs) may contribute to realize more durable and performing surfaces, valorizing high quality recycled materials, and reducing the depletion of natural resources. A key aspect will be the cooperation among EU Funded projects such as: **RE-PLAN CITY LIFE**, the project aiming to raise awareness among Technicians of P.A., stakeholders, policymakers on the use of Recycled Tyre Materials (RTMs) in transport infrastructure building, urban areas and Sport Infrastructures. The RE-PLAN CITY LIFE project promotes environmentally friendly behaviors in urban communities, stimulates the adoption of Circular Economy best practices, and create further opportunities of cooperation and implementation through new projects

The new **SMILE CITY Project** coordinated by ETRA, which started on 1st January 2025, will engage both citizens and industrial leaders in the green transition towards climate-neutral solutions for Circular Cities developing green mobility infrastructures with intensive use of recycled materials. The project aims to integrate innovative systemic solutions **in up to 100 km** of cycling paths and implement 20 e-bike charging stations, developed using different types of recycled urban waste: construction materials, EoL tyres and EoL batteries from Electric Vehicles. The foreseen innovations include the creation of e-bike charging stations made of recycled concrete precast elements and PV panels equally produced with recycled materials, the installation of recycled rubber moulded products for urban furniture such as rubber bollard, lane dividers, and **rubberized asphalt**, which contributes both to increase sustainability and safety.

Opportunities for rubber-asphalt binders in the market where asphalt modification is becoming increasingly necessary

Aleksander Zborowski, STRABAG, Poland

Rubberized Asphalt: Market scenario and potential

Luis Alfonso de León, TRS, Spain

Low noise pavement and barriers

Filippo Praticò, UNIRC, Italy

Decarbonising and Enhancing Sustainability in Cycling Infrastructure: Applications of Tyre-Derived Materials in Urban Environments

P. Zaprzalski, RECYKL, Poland

Rubber-Modified Ballasted Track Systems for Noise and Vibration Mitigation

Siva Ram Karumanchi, ZAG, Slovenia

Circular Economy in Railways - From Tyres to Tracks

Monika Koszade-Rutkiewicz, ORZEL, Poland

Questions and Discussion

Dipl. Eng. Costis Keridis is Managing Director of Christoforos Keridis S.A. in Thessaloniki, Greece. His company operates quarries, asphalt plants and tyre recycling plants since 2011. The company uses RTMs in bitumen modification for asphalt mixes and in bales for earth-works. For the past ten years he has concentrated on developing Greek interest in the use of RTMs as a road surfacing additive material and completed several projects in Athens. He developed one of the first certified private Road Material Laboratories in Greece, and is a partner in two Life funded projects that will be presented during the conference. He is a Vice President of ETRA representing Greece and the road construction industry.

Aleksander Zborowski is an experienced civil engineer specializing in pavement engineering and innovative, particularly rubberized asphalt, binders and mixtures. He holds a PhD in civil engineering from Arizona State University and an MSc from Gdańsk University of Technology, and has over 25 years of professional experience in Poland and the USA in mechanistic-empirical pavement design, materials research, and implementation of technological innovations. He currently serves as Director of Research and Development at TPA Sp. z o.o., where he oversees R&D projects and advanced studies on rubberized asphalt binders, environmentally friendly road materials, and high-performance pavements. He is the author and co-author of numerous scientific publications and a co-inventor of two patent applications related to rubberized asphalt binders produced using end-of-life tires.

Luis Alfonso de León is MEng Civil Engineer graduated at the Universidad Politécnica of Madrid. With more than twenty five years' professional experience, Luis Alfonso has been working in different roles in very diverse size companies in the construction and civil works' industries, such as Sacyr, Bruesa, Ocide etc, where he has had different responsibilities such as Site Manager, Company's Representative and Contracts Director. In the last years he has been primarily focused on all matters related to crumb rubber modified bitumen and asphalt mixes made with crumb rubber from ELT (End-of-Life Tires), firstly as General Manager at Asfaltómeros and then as Technical Manager at Cirtec, working also during this time in the performance of consultancy and mentoring activities related to these matters as a self-employed professional.

Prof. Filippo Praticò got a degree in Civil Engineering at the University of Pisa (110/110) and PhD in Transport Infrastructure at the University of Palermo. After an industrial occupation, at the Università Mediterranea, he became Associate Professor in 2002, qualified full professor in the session of 2012, served as Deputy Director of the Master School, Deputy Director of the DIMET Department, Director of the Road Laboratory, Member of the TRB of U.S. National Academies, president of several international committees, involved in national and

international research projects and industrial projects. Consultant to several companies and agencies in Europe, Middle East and Asia. Included in the 'World Ranking Top 2% Scientists' list (Stanford).

Przemyslaw Zaprzalski is an engineer and leads the business development unit at Recykl Group. He has over 20 years of experience in product development and innovation management. His interdisciplinary education in applied physics, telecommunication, electronics and nanotechnology resulted in dozen of patents in respective fields covering ultrasonic applications in polymer processing and devulcanisation of rubber, additives to asphalt for road construction, fire retardant polymer composites, prediction models for shredding machines maintenance cycles and detection of hazardous impurities in shredded ELTs. His current involvement covers development of value added applications for ELT derived rubber compounds, thermoplastic compounds, thermosonic continuous devulcanisation method, as well as ELT derived additives for roads construction.

Dr. Siva Ram Karumanchi, a geotechnical engineer specializing in soil behavior and innovative geosynthetic applications in railway and pavement infrastructure. He is currently a Technical and Scientific Associate at the Slovenian National Building and Civil Engineering Institute, ZAG, Ljubljana, where he works on projects, including the EU Horizon projects LIAISON and CIRCUIT, as well as major experimental works involving modified ballast tracks, reinforced soil bridge abutments, and energy-efficient foundation systems. Dr. Karumanchi previously worked as a Postdoctoral Fellow at the Indian Institute of Technology Gandhinagar and earned his PhD in Civil Engineering from VNIT Nagpur, India. His work has led to several peer-reviewed publications and international conference contributions, and in 2025, he received the MSCA Seal of Excellence with a score of 93%.

Monika Koszade-Rutkiewicz graduated at the Faculty of Power and Aeronautical Engineering at Warsaw University of Technology, as well as a Master of Business Administration in Warsaw-Antwerp. She has completed numerous courses and trainings in the field of management and marketing; Member of Supervisory Boards of many companies; a person of a very extensive professional experience, also a long-time shareholder and bondholder at Orzeł S.A. Broad knowledge of electronic, machine construction, shipbuilding, automation and smelting industries in the field of management as well as in the area of assessments and preparing restructuring programmers. She is Chairwoman of the Advisory Board of the Faculty of Power and Aeronautical Engineering, Warsaw University of Technology. Moreover, the social President of the Foundation "Kraina Wiedzy", which has been supporting talented youth for years.

16.00 Coffee – Break

16.20 Panel 4 : Construction Materials

Chair : Ir. Alessandro Fantilli

The EU is moving toward a sustainable mobility system to provide more affordable and cleaner transport for passengers and goods. However, air pollution, noise and greenhouse gas (GHG) emissions are unresolved challenges that will require persistent attention in the coming years. Transport is fundamental to Europe's economy and society. It enables the movement of goods and people across regions, supporting markets and sustaining [over 10 million jobs while contributing around 5% of gross domestic product](#). It is also responsible for a substantial share of environmental externalities, including GHG emissions, air pollution, noise and congestion. With the EU targeting climate neutrality by 2050, transforming the transport system into a sustainable, low-emission and resilient sector is both imperative and complex. The European Climate Law formalises the EU's legal commitment **to achieve climate neutrality by 2050**. Achieving this will require reductions in **GHG emissions across all economic sectors**. In parallel, the European Commission's (EC) communication on zero pollution put forward the ambition for 2030 to reduce the health impacts of air pollution and the share of people chronically exposed to transport noise by 55% and 30%, respectively, compared to 2005 levels. Passenger cars are responsible for around 72% of Europe's transport activity (measured in passenger kilometres). This activity has increased significantly in the last 28 years, peaking in 2019 and already recovering in 2021 after a decline following the COVID-19 pandemic. **While public transport offers a more sustainable profile** compared to private modes, its share of total passenger transport has changed very little. **Passenger cars are still the preferred mode of transport and their number has increased in recent years.**

SMILE CITY project is focused on the creation of innovative charging stations for e-bikes and small seize vehicles. Not only the structure that will be in concrete, but all the components, will be done by using large quantities of recycled materials deriving from C&D, EOL Tyre, EOL Vehicles. Recycled Tyre Materials (RTMs) which are by themselves low carbon footprint materials will be used from the one hand to further expand low impact mobility, from the other hand to validate the RTMs (rubber, steel and textile) for a more extensive use in building constructions and infrastructures at large.

Concrete is a construction material composed by water, cement, aggregate (sand and gravel), and additives. After water, concrete is the most widely consumed substance on Earth. Producing a ton of Portland cement requires about 4 GJ energy, and releases about 1 ton of CO2 into the atmosphere, accounting for about 5% of the global loading of CO2 into the atmosphere. Improve the quality of the concrete is important in relation to the environment impact and sustainability. One way to achieve this goal is the introduction of high performance recycled materials in the concrete, such as RTMs, (Recycled Tyre Materials), Recycled Aggregates. These materials into concrete mix have the multi-fold effect of a dramatic reduction of the Primary energy (PE), GHG and CO2 loads.

Some interesting experiences will be presented :

Recycled Tyre Materials in SMILE CITY Project

Ir. Alessandro Fantilli, Politecnico of Turin, Italy

Opportunities in recycling bicycle tires and inner tubes

Denis Rodrigue, Laval University, Canada

Use of ELT rubber as aggregate and of carbon black as strain gauge in mortars

Jean Marc Tulliani, Politecnico of Turin, Italy

End-of-Life Tyre Upcycling in double-layer Concrete Paving Blocks

Syedmostafa Nouri, Sapienza University, Italy

Questions and Discussion

Alessandro P. Fantilli is Associate Professor in the Department of Structural, Building and Geotechnical Engineering of Politecnico di Torino, Italy. He received his MS and PhD from Politecnico di Torino. He is a member of ACI committee 544 - Fiber-reinforced concrete - and 555 - Concrete with Recycled Materials. His research interests include nonlinear analysis of reinforced concrete structures and structural application of high performance fiber-reinforced cementitious concrete. He is the technical leader of GreenDealles project. The aim of this project is to create a prototype of a new predalles slab used to cast partially precast floors of civil and industrial buildings.

Denis Rodrigue obtained a B.Sc. (1991) and a Ph.D. (1996) in chemical engineering from Université de Sherbrooke (Sherbrooke, Canada) with a specialization in non-Newtonian fluid mechanics. In 1996 he moved to Université Laval (Quebec City, Canada) where he is now full professor. Since then, he has been an invited professor at the University of Guadalajara (Mexico), the Technical Institute of Karlsruhe (Germany), the University of Castilla-La Mancha (Spain), the University of Arts and Sciences of Hunan (China), the Technical University of Lodz (Poland), Polytech Tours (France) and Cracow University of Technology (Poland).

Jean-Marc Tulliani was graduated in Materials engineering in 1992 and received his Ph.D. in the same field in 1997. He was research assistant in Materials Science and Technology since 1999 and Full professor of Materials Science and Technology since 2023 at the Politecnico di Torino (Italy). His current research fields are dealing with binders with enhanced durability and low environmental impact.

Mostafa Nouri is a second-year PhD candidate in Electrical, Materials and Nanotechnology Engineering at Sapienza University of Rome, working in the field of sustainable construction materials within the research group of Professor Marco Valente, advisor of his PhD project. His research activity is part of the Sustainability Design of Materials research line and focuses on alkali-activated concrete, alternative binders, and circular economy strategies for low-impact construction. His work investigates improving the characteristics of construction materials through the incorporation of bio-based, waste, and locally available resources. He has contributed to several peer-reviewed publications in international journals including *Ceramics*, *Coatings*, *Gels*, and *Environmental Science and Pollution Research*, primarily in the area of sustainable material design. His current research aims to enhance the performance and environmental efficiency of alkali-activated systems through optimized material formulation and sustainable processing strategies.

17.30 The Spotlight – Innovation Showcase

Chair: Ir. Marco Mangiantini

No Bicycle tire should go to waste – An update on the Dutch Bike Tire project

Enrico Koggel, CRP, Netherlands

Driving Value with Intelligent Tire Sorting and Data

Bertrand Thoumsin, REGOM, France

Circular Tyre Infrastructure: Extending Tyre Life Before Recycling

Enrico Fiore, Rover Research, Italy

Sustainable Supercapacitor Electrodes Based on Bio-Derived Carbon Materials

Mattia Colalongo, Novac, Italy

GREENWIN a Ukrainian tire pyrolysis project

Olena Mariuk, GREENWIN LLC, Ukraine

C4S Africa's approach

Guy Fievez, C4S Africa

Ir. Marco Mangiantini has been coordinator of a large number of European projects, and has large experience in managing consortia with a high number of partners. Furthermore, he has been involved in FP7/H2020 and Life projects as financial and administrative manager supporting the project coordinators. He works with ETRA on R&D projects.

Enrico Koggel is co-founder of The Circular Rubber Platform is an online network and consists of engineers, developers and companies that contribute to a circular rubber economy. By centralizing people, information and enabling all parties to collaborate towards circular rubber materials and products, we create inspiration, new markets and demand for these products and services

Bertrand Thoumsin, Sales Manager at REGOM, brings both engineering precision and business insight to the company's international growth. He began his career in the plastics recycling industry, where he developed sensor-based waste sorting technologies and acquired solid expertise in waste sorting and recovery processes. At REGOM, Bertrand develops the European market, builds partnerships across the value chain, and supports customers in deploying tire sorting solutions. He is also involved in innovation projects, including Cirpass2, supporting the deployment of Digital Product Passports to accelerate circular economy practices

Enrico Fiore is Chairman of the Steering Committee of Rover Research, a serial entrepreneur, trusted advisor, and philanthropist with over 30 years of international experience across finance, innovation, and industrial ventures. His work focuses on identifying transformative opportunities at the intersection of technology, sustainability, and long-term value creation. A strong advocate of the Triple Bottom Line, his guiding principle — 3P+: People, Planet, Profitability (Profit + Sustainability) — underpins the ventures he supports and develops. He is known for consistently looking beyond the present, focusing on the second and third horizons of innovation.

Mattia Colalongo is an R&D Scientist at Novac, where he focuses on the development of supercapacitors and Hybrid systems for the Automotive and Aerospace industry. He received his MS degree in physical chemistry from the University La Statale (Milan) in 2020. He completed his PhD at Aalto University in 2025, where he conducted research on synchrotron characterization techniques for studying lithium-ion batteries.

Olena Mariuk is the Grants Operation Manager at TERWIN Group, the mother company of GREENWIN LLC focuses its efforts on solving problems arising from inefficient use of resources and environmental pollution. One of their main innovative areas is the production of: solvents for the paint and varnish industry; pure chemical compounds (aromatic); recovery of carbon black to a filler for rubber products or plastics equivalent to N550-N700.

Guy Fievez is the president of the Consortium C4S Africa whose mission is to increase contact services for sustainable infrastructure development in Africa in order to help improve the living conditions and economic well-being of Africans. These services support economic development required by the private sector, which are aimed at increasing employment, incomes, level of skills and the value of human resources.

19.00 Cocktail Reception & Networking Opportunities



31st AnnualETRAConferenceProgrammeThursday 26 March 202608.30 Registration and Welcome coffeePART C : MATERIALS FOR THE INDUSTRY09.00 Panel 5 : PYROLYSIS - Innovation Did not stop Ir. JP Bouysset

Four years of war in Ukraine and now the new war Iran have revealed Europe weakness not only in energy and oil but in many value chains. One of these is the rubber value chain. Europe is strongly depending on the import not only of natural rubber but also of carbon black. Tyres rubber contains up to 60 % carbon black, necessary to give to tyres the required performance. Tyre industry is one of the bigger users of such material of which Russia is one of the bigger producers. Its export amount to about 700.000 tonnes per year. The EU decision, announced on 25 February 2023, introduces import quotas of a maximum of 562,973 tonnes of synthetic rubber and 752,475 tonnes of carbon black.

Pyrolysis has had a long-term, consistent influence on ETRA members and activities from the first project in 1992 and the first Conference in 1994. Throughout the years, the ETRA Team has studied and assessed pyrolysis technologies in the laboratory as well as in plants to identify those systems that could provide the most commercially productive. The Team has authored several reports over the years which describe the most timely and effective practices and equipment in batch / or continuous format at that particular point in time. Today, pyrolysis has come to the forefront of tyre recycling treatments. The range of technologies is being culled to delimit those that are the most economically and environmentally performant over the long-term. The programme marked the beginning of a new focus – the transition from a focus on the technology itself, to one concentrated on the end-products and outcomes. Despite many projects have been implemented at industrial level and scaled up, Research & Development is ongoing, stimulating and encouraging a more intensive attention on rCB obtained from EOL tyres Pyrolysis.

The session will present updated developments and new perspectives in the field of tyre thermal valorisation with a special focus on the value of the outcomes. Characterisation of the products and applications is of great value in determining their potential use for different applications. The range of applications has expanded from char and raw r CB to up-graded r CB and TPO that have broader potential markets.

Some key factors for the development of recovered Carbon Black market	Ir. Jean Paul Bouysset, France
Definition of the key parameters for the quality of r-CB evaluated through direct measurements and introduction in a specific formulation	Jade Chalancon, Elanova, France
Steam Thermolysis of ELT: Industrial Pathways Toward r-CB Valorisation	Evgeniy Susekov; Alexey Tarasov, France
Next generation rubber recycling process using ozone	Elke Theeuwes, University of Antwerpen, Belgium
Engineering the Future of ELT Recycling: Integrating MTR and Pyrolysis Requirements	Przemyslaw Zaprzalski; RECYKL, Poland
Challenges in the rCB industry	Ad van Oorschot, Orion Engineered Carbons, Germany
Pyrolysis and rCB back-end: Fineness, Energy Demand and Industry Responsibilities	Daniel-Christian Karhoff / Frank Verreck, Neuman & Esser
Questions and Discussion	Dr.C. Gisèle Jung – Ir. JP Bouysset

Ir Jean-Paul Bouysset has 38 years experience in the Rubber and Carbon-Black Industries including production, laboratory control, technical assistance and marketing, in Western Europe and Africa. He holds a degree of Rubber Engineer and has been working for different international companies including Phillips-Petroleum, Continental carbon, Columbian chemicals. In 1992 he created his own company D.Z.S for Rubber chemicals, Carbon-Black and laboratory equipment. He retired in 2005 and since then has been a consulting engineer in rubber recycling, pyrolysis, rubber regeneration and partner of Phenix-Technologies SA , G3CT technical advisor. He is member of AFICEP (French rubber engineers association), ASTM (D36 r CB committee) and has been an ETRA Vice-President –Pyrolysis forum for

more than 25 years (European Tire Recycling Association-Brussels).

Jade Chalancon is a chemical engineer graduated from Sigma Clermont, with a specialization in polymer science. She has been working for 4,5 years as an R&D Project Engineer at Elanova, the French technical center for rubber. Her work focuses on the pyrolysis of rubber materials and on the evaluation of the properties and quality of recovered carbon black (rCB) produced from rubber goods and end-of-life tires. Her activities aim to better understand the characteristics of these recycled materials and their potential use in new rubber formulations.

Evgeniy Susekov is the founder of Innovateh, a project focused on the development of steam thermolysis solutions for the valorisation of complex industrial waste streams. He has more than 20 years of international experience in refining, waste-to-energy technologies and industrial process development, having worked on projects across Europe, Asia and the Middle East. Over the past decade, his work has been dedicated to advancing steam thermolysis processes for challenging waste streams such as rubber, oil residues and composite materials. His teams have designed and built several experimental installations and developed industrial equipment to validate the process. Evgeniy Susekov holds multiple patents related to the processing of rubber-containing waste and the production of recovered carbon black (rCB).

Alexey Tarasov is an international business developer with more than 30 years of experience in operational management, entrepreneurship and cross-border project development. Based in France, he has held senior operational roles in international companies before focusing on developing and implementing business projects across different markets. Over the past two decades, his work has centred on business development, M&A support and market entry projects, helping companies and industrial initiatives operate across different regulatory and commercial environments. He has supported several technology and industrial ventures in their international expansion and practical implementation in new markets.

Elke Theeuwes graduated as a bio-science engineer from KU Leuven. She worked principally as project leader in R&D functions related to home and personal care applications, at companies like Ecover and Eastman. Within these roles, development of new products in close collaboration with third parties and customers was key. Today, she brings her industrial experience into an academical setting, working as a business developer at the University of Antwerp, linked to the research group iPRACS. Where she fosters and facilitates close collaboration with industry partners in order to valorise research related to chemical recycling, aiming for mutual benefits for all parties involved.

Przemyslaw Zaprzalski (3)

Ad van Oorschot, after a BSc/MSc in Chemistry started working in the chemical industry in 1980. The first years working in a development and application lab for inks and coatings. As he very much enjoyed the interactions with the market and technical aspects of products, markets, and formulations he moved into sales, marketing and technical service in inks, coatings, polymers, elastomers, and chemicals. He gained a lot of technical expertise and sales/marketing experience in general but working for Cabot and Black Bear Carbon specialized in the carbon black space. In 2004 he also earned an Executive MBA in general management and marketing. Since June 2025 he works as a subject matter specialist in the Innovation department at Orion Engineered Carbons in Kalscheuren/Cologne.

Daniel-Christian Karhoff holds a Mechanical engineering degree at RWTH Aachen University. He was the Research Scientist at the Institute of Aerodynamics and Chair of Fluid Mechanics of RWTH Aachen University. Doctoral Degree ("Dr.-Ing."). Since 2015 he has been Engineer in the R&D department of NEUMAN & ESSER Process Technology GmbH. He is currently responsible for grinding and classifying development projects.

Frank Verreck studied mechanical engineering at the Rijkshogeschool Groningen from 1987 till 1991. Followed by a business administration study at Hogeschool Eindhoven. Both completed with a Bachelor degree. He started working in 1991 at a small manufacturing company that was specialised in special equipment design and manufacturing. In this period, he already collected the first experience with pyrolysis. In 1997 he started working for Hosokawa Micron in the Netherlands as an area sales manager for mixers, agglomerators and continuous drying equipment. Since 2007 he has been working for NEUMAN & ESSER Process Technology in Germany as an area sales manager. Since 2012 involved in the design of and responsible for the sales of back-end solutions for the post treatment of material coming from the tyre pyrolysis process.

Dr. C. Gisèle JUNG, PhD in Chemistry, is Senior Researcher at the *Centre Emile Bernheim* of the Solvay Brussels School of Economy and Management and in the Faculty of Applied Sciences, "4MAT" department, at Université Libre de Bruxelles (ULB). Her research interests are related to general problems concerning material and energy valorisation of (carbon containing) waste. She works in research programmes for the scientific development of carbon products issued of solid waste thermal treatments for the valorisation of the end-products with respect of the economic, social and environmental aspects. She is lecturer in international Universities, author of more than 85 articles, active speaker in Conferences, referee for articles and consultant as expert to promote pyrolysis/gasification for specific solid waste. Her research is oriented towards the evaluation of existing thermal processes of specific carbon containing waste with the objective to characterize technically (ASTM standards) the issued end-products (r-CB) to be used for specific and economical viable applications.

11.30 – Coffee Break

11.50 Panel 6 : Materials & Technologies

Chair : Dr. Fabrizio Quadrini

Today, Europe relies almost entirely on natural rubber imports from South-East Asian countries and growing demand from Africa, which increases the vulnerability of local production of finished products, including tires. Furthermore, since 2017, NR is among the Critical Raw Materials (CRM) identified by the European Commission, for which global competition is becoming increasingly fierce (EC- Critical Raw Materials Resilience 2020). Moreover, a "New Circular Economy Action Plan" has been proposed by the European Commission in line with the achievement of climate neutrality by 2050 and recycling as a strategic and necessary step to delivering the EU Green Deal, the deforestation policies, and SDGs. Doubtlessly, the tire industry will have to evolve towards being replaced by more efficient alternatives that aim to reduce raw materials and carbon emissions.

Today successful and new promising technologies are available on the market and others are under development disclosing realistic possibilities to integrate a more complete Circular Economy. These new systems produce high quality, economically viable, and commercially desirable materials and products that utilise automatic, continuous processes.

Some of the latest systems are represented in these panels including water jetting, de-vulcanisation agents, bio-devulcanisation, surface modification, TPEs, among others. These technologies and developments have become more and more important as during the last few years owing to the war in Ukraine and others international political crisis and conflicts Europe discovered the weakness of the rubber value chain. The European industrial strategy proposes strengthening Europe's open strategic autonomy.

Engineering Circularity: From End-of-Life Tyres to Thermoplastic Rubber Systems for Energy and Urban Infrastructure Applications

Vanessa Gutiérrez, AIMPLAS, Spain

Next-Generation Circular Materials: Green TPE compounding

Luis Alfonso de León, TRS, Spain

Decarbonising Infrastructure through Circular Materials: Tyre-Derived Materials for Sustainable Development

Przemyslaw Zaprzalski, RECYKL, Poland

Vanessa Gutiérrez is a Materials Engineer, specialized in polymeric materials, with more than 15 years of experience in the design and formulation of plastic materials for any type of application, incorporating additives and fillers through compounding processes. She is currently a Senior Researcher in the AIMPLAS Mechanical Recycling Group. Her current lines of work are up-cycling of recycled plastics, decontamination, as well as studies and evaluations of the recyclability of plastic products and the effect of additives, adhesives and other elements. She has participated as a technical coordinator and in the research team in multiple projects at regional, national, and international levels.

Luis Alfonso de León (3)

Przemyslaw Zaprzalski (3)

13.00 – Lunch

PART D : SUPPORTING INNOVATION

14.15 Panel 7 :- EU Funds -The forum of New Ideas

Chair : Ettore Musacchi

EU Projects for transport infrastructures: topics and objectives

Dr Thierry Goger, FEHRL

A project to train Road Asphalt Technicians: Marie Skłodowska-Curie Actions

Filippo Praticò, UNIRC

Cooperation with Africa:opportunities from Regional Programs

Anthony Wordui, C4S Africa

Funding opportunities in HE 2026-2027 calls

Marina Martinez, CDTI SOST-BRUSSELS

Dr Thierry Goger is a senior executive in Transport Research and European Affairs. As FEHRL Secretary-General, the association of the European National Road Research Centres, Thierry is a strategist and an engaged facilitator of cooperative research and innovation, in the field of road and transport infrastructure. Thierry has also a solid experience in policy-briefing and research grant management, as well as in fostering the exploitation and implementation of research results. Thierry has been Coordinator or Partner of several European projects, including the Horizon Projects Augmented CCAM, CIRCUIT, BISON & SKILLFUL.

Filippo Praticò (3)

Anthony Wordui is active in Contact for Services Africa (C4S-AFRICA) is a consortium of members from different countries and sectors who evaluate and utilize existing and potential dynamic complementarities in all relevant sectors, and strongly committed to improving the living conditions of African populations.

Dr Marina Martinez is programme officer at the Spanish Innovation Agency (CDTI – Centro para el Desarrollo Tecnológico e Industrial, Ministry of Research and Innovation) in Brussels. She is responsible for the capacity building activities on EU R&I Programmes addressed to Spanish entities. She is National Contact Point for the Cluster-3 Civil Security (and previously, Secure Societies Societal Challenge in H2020) and she is also following all the clusters of Pillar-II in Horizon Europe. Before joining The Spanish Innovation Agency she has worked in the private sector developing Earth Observation based products and applications. She has been lecturer at the Technical University of Catalonia (UPC) for thirteen years and Vice-director of the Institute of Geomatics. She is PhD in Physics (GNSS systems and satellites) and she has been researcher at the Technical University of Delft, as well as invited researcher at the Jet Propulsion Laboratory of NASA (Caltech, Pasadena). In addition of different working groups of the EC and the EU Council, she has been the EC expert conducting the Framework Programme infodays in South America since 2017.

16.00 Close of Conference

After hours contacts, talks, networking and informal meetings on possible projects cooperation.



**Please complete and return the Conference Evaluation to the Registration Desk– we look forward to your input – AND
We look forward to seeing you during the coming year**

We hope that you enjoyed the 31st ETRA Conference

***The Board and members of ETRA wish to thank the following people for their efforts
in making this conference a success***

***Jean Paul Bouysset (Senior Consultant)
Bruno Marabotto (ETRA)
Marco Mangiantini (SMILE CITY Team)
Silvia Molinari (SMILE CITY Team)***

***The ETRA Back-Office
Isabella D'Alimonte
Anna Voronova***

**All of the Panel Chair and Speakers, delegates and guests who made this a lively, inter-active and
informative event**

KN – Román Arjona, DG Grow, Headwinds and springboards for EU industry

Panel 1 : Peter Taylor OBE, Where Tyre Recycling is going

Panel 2 : Ettore Musacchi, Make the Sector Economy working better

Panel 3 : Costis Keridis, Rubberised asphalt

Panel 4 : Ir. Alessandro Fantilli, Construcion materials

SPOTLIGHT : Ir Marco Mangiantini, Innovation Showcase

Panel 5 : Ir. Jean Paul Bouysset, PYROLYSIS : Innovation did not stop

Panel 6 : Dr. Fabrizio Quadrini, Materials & Technologies

Panel 7 : Ettore Musacchi : EU Funds – The Forum of New Ideas

**We thank the 2026 Conference Committee who planned and helped to organise the event
that we have just enjoyed**



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