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# European Council of Civil Engineers

NEWSLETTER 5

APRIL 2014

## Construction 2020: European Commission publishes report from the High Level Forum on follow-up actions



Construction 2020 is aimed at identifying and implementing measures that help fostering sustainable competitiveness in the construction sector in the short as well as in the medium to long term. It intends to define sound conditions on a general level for investment, research, innovation, entrepreneurship, higher resource efficiency and work environment. It also encourages actions to reassure and ameliorate the functioning of the Internal Market and help remove barriers to trade and business at international level. The potential of the European construction sector can largely be developed through existing EU instruments and strategies. During 2013, the EC has facilitated the development of a governance structure comprising of a High Level Strategic Forum (HLF) and 5 Thematic Groups (TGs) to address the various actions presented in the Construction 2020 Action Plan. This bottom up approach has provided Member States and stakeholders representatives with the opportunity for expressing their views with regards to the implementation of the various actions..

On 27 February 2014, the European Commission published the report from the High Level Tripartite Strategic Forum on follow-up actions on the Communication and Action Plan Construction 2020. This report presents the outcome of the dis-

cussions of the High Level Strategic Forum (HLF) during 2013. This document reflects the state of play and does not prejudice possible adjustments of the strategy and of the vision of the HLF in 2014 depending on the effective implementation of its recommendations and new policy developments.

Main recommendations from the 5 thematic groups are:

- On Stimulating investment in building renovation, infrastructure and innovation: In order to stimulate the demand for energy efficiency and infrastructure upgrading the HLF recommends to better align the existing EU instruments for sustainable building renovation and infrastructure maintenance. Moreover, in order to capitalise on research programmes, the HLF suggests to give priority to demonstration projects and market oriented activities fostering the take-up of new knowledge and innovative approaches in building renovation and infrastructure maintenance.
- On Skills & Qualifications: The HLF suggests to strengthen the implementation of existing EU and MS instruments to ensure suitably qualified and sufficiently numerous human resources for energy-efficient building renovation and infrastructure maintenance. European quality assurance schemes should facilitate the mobility of workers and construction professionals

and increase the attractiveness of the sector to young talents.

- On Sustainable use of natural resources: The HLF suggests to improve the comparability of the various existing methods for the assessment of the building environmental performances and to promote a single structure for the assessment of the environmental performance of construction products. Moreover, the factual information basis regarding C&D waste needs to be improved together with the promotion of assessment tools for material efficiency.
- On Internal Market: The HLF confirms that there is a need to assess the cumulative burden of EU legislation on construction products and service businesses. Further improved use of Eurocodes could also be beneficial for the Internal Market of construction services. Based upon the experiences gathered at MS level of market surveillance for construction products, the HLF puts emphasis on the need to guarantee enough resources by MS to ensure quality in the European construction industry. The HLF also suggests to assess how Member States have progressed with the integration of provisions related to sustainability in national building regulations and codes.
- On International Competi-

### **Preannouncement:**

The **Second European Engineering Day** will be held on 20th November 2014, at the Sofitel Brussels Europe Hotel in Brussels, organized by ECCE, ECEC and FEANI in cooperation with other Engineering Organizations.

tiveness: The HLF suggests to strengthen the promotion of EU construction industry know-how at international level and to maximize benefits of trade negotiations. Moreover, the HLF welcomes the current support measures and schemes for the internationalisation of EU construction SMEs and is keen to contribute to the development of possible new support measures and schemes.

In 2014, Construction 2020 and the HLF should aim to focus on 4 main

priorities:

Follow-up the suggested recommendations by the HLF (Section 1 of this document):

Initiate Action Plan measures that have not yet been covered, such as: stimulating favourable investment conditions; improving the human capital basis; improving resource efficiency, environmental performance and business opportunities, strengthening the Internal Market for Construction and fostering the global competitive position of EU construction enterprises

Establish links with other EU-institutions, and platforms, think-tanks, forums at MS level that share the thematic spirit of the "Construction 2020 Action Plan"

Prepare the criteria/indicators for assessment and impact of the Construction 2020 Action Plan

Two other rounds of thematic groups' meetings are scheduled in April and September 2014. The third High Level Strategic Forum is scheduled for December 2014.

To read the full report, please click [here](#).

## Know your EU: Directorate – General Enterprise & Industry

The European Commission's Directorate-General for Enterprise and Industry has the mission to promote a growth-friendly framework for European enterprises. It has a key role in the Europe 2020 agenda of smart, sustainable and inclusive growth.

To promote growth in Europe, DG for Enterprise and Industry focuses on six objectives:

- Ensure an open internal market for goods in the EU;
- Strengthen the industrial base in Europe;
- Encourage the growth of SMEs and promote an entrepreneurial culture;
- Promote industrial innovation to generate new sources of growth;
- Support the internationalisation of EU businesses;
- Support the European presence in space and satellite navigation.

Their flagship initiative is "An Industrial Policy for the Globalisation Era" which sets out a number of actions to improve the business environment, notably for SMEs, and to support the development of a strong and sustainable industrial base able to compete globally.

DG Enterprise and Industry is playing an active role to promote smart,

sustainable and inclusive growth throughout all industrial sectors, including service industries like tourism. The policy of DG Enterprise and Industry contributes to making Europe a more competitive, innovative and resource-efficient economy, ready to tackle today's and tomorrow's challenges.

DG Enterprise and Industry is responsible for the product legislation in a number of sectors to ensure a well-functioning internal market. DG manages large industrial programmes in space and satellite navigation (GALILEO and Copernicus). It is the voice of SMEs in European policy-making. In short, DG Enterprise and Industry is pursuing a "MISSION GROWTH" to lead Europe in the new industrial revolution!

DG Enterprise and Industry employs around 1,000 people in its [departments and units](#) and is responsible for a budget of some € 1.5 billion.

### Outlining the main goals

#### The general objectives of DG Enterprise and Industry are:

- to strengthen the sustainable competitiveness of Europe's industrial base, including the contribution it makes to societal goals
- to ensure an open internal market for goods
- to support the European pres-

ence in space and the development of satellite-based services

The DG places particular emphasis on the need to stimulate entrepreneurship and encourage the growth of SMEs. The Director General is also the European Union's SME Envoy, tasked with ensuring that all EU policies respect the "think small first" principle.

The [DG's 2013 Management Plan](#) presents in detail the DG's main goals for 2013. It shows in detail the planned activities and outputs of the DG for 2013, organized to reflect the annual budget of the European Union. The activities and specific objectives are outlined below in a more synthetic manner.

### Competitiveness, industrial policy, innovation and entrepreneurship

The financial and economic crisis that unfolded in 2008 has dramatically changed Europe's economic outlook for the foreseeable future. The Commission presented in March 2010 its strategy to lead Europe into recovery: "Europe 2020". This strategy outlines measures to support a successful exit from the crisis in the short term, while preparing the ground for a European economy which is sustainable and competitive in the future. Looking at the nature and scope of the challenges which range from global competition, unstable economic and financial

systems, climate change and an ageing society, the EU must act collectively to succeed.

Two flagship initiatives of Europe 2020 will guide DG Enterprise and Industry's actions in 2012. They are described in "An industrial policy for the globalisation era" and "Innovation Union".

The general objective of strengthening Europe's industrial base means addressing issues of global competitiveness, ensuring access to key raw materials, shifting to a resource-efficient economy, driving forward the innovation needed to achieve these aims, creating the conditions for small and medium-sized enterprises to thrive and fostering a spirit of entrepreneurship which will see more European talent harnessed for wealth creation.

To achieve its competitiveness-related objectives, the DG pursues the following specific objectives, which are multi-annual:

- to promote favourable framework conditions for European industry
- to assist structural change and sustainable development in specific manufacturing sectors and tourism
- to support research and innovative applications in the security sector
- to open up opportunities for European businesses in Third Country markets, in particular for SMEs
- to promote innovation through improved framework conditions and support measures
- to promote a business environment favourable to SMEs and entrepreneurship
- to ease the exchange of experience and information among SMEs and the creation of new business partnerships
- to facilitate access to finance for SMEs

#### Internal market for goods

Ensuring the smooth functioning of the internal market for goods makes a fundamental contribution to help enterprises survive the

economic downturn. The DG works to improve the internal market through new legislative or non-legislative action, whenever new barriers are detected; and it acts to ensure the correct application of Union law. This facilitates the operation and competitiveness of enterprises while providing European citizens with high levels of health, safety, environmental and consumer protection.

To achieve its internal market objective, the DG pursues the following specific objectives, which are multi-annual:

- to regularly review existing internal market legislation and propose new initiatives whenever appropriate to adapt regulation to new technology, to simplify legislation, to reduce the burden of compliance or to remove obsolete regulation
- to ensure the correct application of EU law
- to promote the development and use of innovative European standards

#### Space

The space sector provides a stimulus to innovation and growth throughout the European economy. It is crucial if the EU wants to remain competitive in areas that require access to critical technologies. The DG supports this sector with a view to generating applications and services that benefit European citizens (e.g. environmental monitoring, satellite-based radio navigation), and to stimulating technology spin-offs that benefit other industrial sectors. Given the size of investments needed to develop this sector, there is a clear added-value of common and coordinated EU-level action.

One particular space-dependent activity with clear growth potential and a catalyst effect on EU industry is space-based navigation. Satellite navigation programmes support aims at providing global satellite-based navigation infrastructures and services, notably the European Satellite Navigation System (Galileo) and the European geostationary navigation overlay system (EGNOS). The Galileo programme is Europe's initiative for a state-of-

the-art global satellite navigation system, providing a highly accurate, guaranteed global positioning service under European civilian control. EGNOS aims at providing satellite-based services to improve the performance of the Global Positioning System (GPS) over Europe.

To achieve its space objective, the DG pursues the following specific objectives, which are multi-annual:

- to support research and innovative applications in the space sector
- to develop and provide global satellite-based radio navigation infrastructures and services (Galileo)
- to provide satellite-based services improving the performance of GPS over Europe (EGNOS)
- to promote the operational use of EU earth observation-based services (GMES)

(Source: [DG Enterprise and Industry](#))

Below you can find some useful links for further information on DG Enterprise and Industry:

[DG Enterprise and Industry News](#)

[DG Enterprise and Industry Events](#)

[DG Enterprise and Industry Publications](#)

[DG Enterprise and Industry Public Consultations](#)

#### *The Director*

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*principle.*

# The European Council of Civil Engineers in Luanda

Within his participation in an advanced Course in Building Rehabilitation, ECCE President promoted a plenary session in Luanda (14th of February) for the discussion of ways of collaboration between European Engineers and Angola authorities in the areas of Construction and Rehabilitation, with emphasis in technical education. In this session, several directors of government offices were present, showing their desire to develop this collaboration, and discussing ways to implement it.

Prof. Fernando Branco used this forum to promote ECCE, showing its activities, namely in the area of knowledge exchange, exemplifying with the current organization of conferences all over Europe. He showed the advantage of the organization, as with experts all over Europe can easily promote courses in advanced civil engineering education in any country. ECCE President used also this session to promote the European technology, presenting examples of realizations in Europe and in Africa, and did a short presentation about the EU-ROCODES, showing their great advantages and coherence, when compared with other international codes.



Course in Building Rehabilitation



Luanda, Angola

## ECCE STANDING COMMITTEES

### EDUCATION & TRAINING

#### **“Study on the continuing professional development of European civil engineers” to be undertaken in 2014**

On 25th February 2014, Prof. Iacint Manoliu, Chairman of the Standing Committee on Education and Training sent a letter to ECCE members informing them that at the meeting of the ECCE Standing Committee on Education and Training which took place in October 2013 in Nicosia, it was decided to undertake in 2014 a “Study on the continuing

*professional development of European civil engineers”.*

**Continuing professional development** was defined as the systematic maintenance, improvement and broadening of knowledge, experience and skills, and the development of personal quality necessary for the execution of professional and technical duties throughout one’s professional life.

**Continuing professional development**, as part of lifelong learning, is a key feature for the employ-

ability of European civil engineers.

The study will comprise two phases.

In Phase I, a “*Survey on actions devoted to the continuing professional development of European civil engineers*” will be conducted among ECCE members. Phase I will be concluded at the May 2014 meeting of ECCE.

The Phase II will be represented by a “*Workshop on best practices of continuing professional development activities undertaken by EC-*

CE members" to take place before the fall 2014 meeting of ECCE.

To the letter were attached are the questions related to the "Survey on actions devoted to the Continuing professional development of European Civil Engineers". **ECCE members were requested to answer by 15th April 2014 at latest.**

### Participation of ECCE representatives at the CLAIU-EU Conference ,

13th -14 March 2014, Brussels

### "Employability of Engineering Graduates . A Vision for the Future"



#### The objectives of the conference

Climate, energy, insecurity about our future ..., we are faced with huge challenges. In order to meet them and to respond to the many problems they entail, engineers will have an essential role to play, particularly in Europe, which lacks natural resources and competitiveness. Do European engineers receive the appropriate education to come up to the expectations of their various employers? This conference intends to draw the current status of the question, with a special view on future needs for all types of engineers (Bachelor, Master or doctoral degrees).

CLAIU-EU provides a forum for consultation and collaboration within Europe among associations of engineers who have received a more "theoretically oriented" education. Their last four annual conferences (from 2010 to 2013), held in different European cities – with an active collaboration of SEII – were dedicated to different aspects of engineering education:

- 2010 Brussels: "Engineering Master Degrees in Europe"
- 2011 Roma: "The Formation of the Engineer- International Models"
- 2012 Madrid: "The engineering doctorate"
- 2013 Bologna: "The Bologna

Process and the Engineering Education"

The 2014 Conference which crowned the achievement of the series comprised 5 sessions in which were presented 10 lecturers.

The Chair of the SC E&T, Prof. Iacint Manoliu and the Vice-Chair, Prof. Barbara Karleusa, were among the lectures at the Conference.



In what follows, are presented the summaries of the lectures.

#### Session 1 – Views from industry

**"Engineers: leaders for Innovation, Integration and Direction, by Christian JOURQUIN**, keynote speaker, former CEO of the Solvay Group, member of the Board of Directors of SEII, Belgium

Over the past few centuries, engineers have consistently contributed to innovative solutions to meet the challenges of daily life. At the dawn of this 21st century, the fast evolution and the growing complexity of the challenges that have to be met call for new paradigms in engineering, integrating new disciplines and new ways to share knowledge.

Addressing them will require from engineers both teamwork and strong leadership capabilities. This typically defines the profile that industry, services and society at large will look for in the new generation of engineers: innovative personalities, able to integrate expectations from the future and solutions coming from other horizons of science and knowledge, and also able, through their strong leadership, to show the way and give the impulse to multidisciplinary teams for successful projects. But, the question is: how to breed them ?

**"Engineering education – academic interest versus industry needs", by Frank-Stefan BECKER**, former Executive of Siemens AG, in charge of Communications, Government Affairs & Higher issues Education, member of the VDI

Committee for Engineering Education, Germany

This presentation focused on the discrepancies between the requirements of an academic training and selection process and the needs of industry. As the gaps are widespread, age-old and have frequently been analyzed – as well as lamented – the reason for their persistence cannot be attributed to a lack of information, but rather to different interest of academia – "producers" – and industry – "customers". This talk will discuss the underlying mechanisms, try to define "quality" from an industry perspective, highlight the future challenges for industry and derive some conclusions as regards the requirements that professional engineers must meet. Some prerequisites for making universities more autonomous in determining the quality assurance process as responsive as well to their customers' needs – including students' interests – will be outlined.

#### Session 2 – Views from young engineers

**"Volunteering & Global Skills: a young engineers perspective", by Siobhán McGRATH**, General Secretary of EYE (European Young Engineers)

The work of an engineer is increasingly global – projects based in other countries, international teams, ... – and therefore engineers must be able to work globally. Global skills are the non-technical skills needed by engineers to solve today's engineering challenges. Universities are under pressure to add global skills development to an already overloaded curriculum. Should universities be solely responsible for preparing their students for employability?

Could not young engineers take responsibility for their own professional development? Many of them volunteer, not only to contribute to the engineering community, but also to enhance their own employability, since volunteering is known for developing global skills.

**"Engineering education and its impact on young graduates' employability from a students' point of view", by Marta CORTEZÃO**, BEST representative (Board of European Students of Technology)

BEST is a constantly growing non-profit organization that strives to develop students of technology through complementary education, educational involvement and career support. Since 1995, BEST also strives to bring the development of European Engineering Education closer to their students, who are the engineers of the future. We have learned that there is currently a gap between employers' needs and the skills and knowledge provided by the universities. If those needs won't be assessed and responded to, the gap will become larger as the industry develops while engineering curricula remain unchanged. There are already various opportunities to bridge this gap, but they are not included nor recognized in a classic curriculum. Something has to be done and BEST is ready to participate.

### Session 3 – Views from education

**“Employability of engineering graduates”, by William GRIMSON**, former Head of department of Electrical Engineering and Academic Registrar from Dublin Institute of Technology, Vice President of Engineers Ireland

“Graduateness”, the expected attainment of programme learning outcomes, and employability are three close, but not identical, perspectives on what constitutes a graduate. There are also three major stakeholders, with sometimes conflicting views on the subject: the academic institution, the employer in a broad sense, and the student (future graduate and employee). Adding different societal norms and cultural values, there is obviously a wide scope for respective expectations to be misaligned and no possibility for a “one size fits all”. A whole system has been built, struggling along to meet the expectations, but causing some tensions around a number of difficult to cross gaps. This paper will review the process of ‘negotiation’ amongst stakeholders, explore the perceived educational gaps or inadequacies and make some tentative proposals as to how such matters can best be addressed.

**“Engineering Graduates for Employment”, by Ian FREESTON**, Professor Emeritus - University of Sheffield, Higher Education Adviser

- Engineering Council, Member of EUR-ACE Label Committee - ENAEE, United Kingdom

The role of education as a preparation for employment has been debated for many years, particularly within Higher Education. It is directly relevant to engineering education, because activities intrinsic to engineering, such as designing and creating artefacts and processes, imply markets and end users, and consequently employment in production. The issue is sometimes represented as a distinction between engineering science, which stresses the education of the individual student, and engineering technology, which emphasises training for employment in a specific industry. Is it possible to design programmes to design programmes that will satisfy the requirements of all stakeholders: students (with a variety of interests, aspirations and abilities), employers (with widely differing products and markets), teachers (with career aspirations often based more on research rather than on teaching), universities (interested in academic reputations in many disciplines), and society at large (usually represented by government policy and financing)? How can these potentially conflicting requirements be resolved without overprescribing engineering programmes, while encouraging diversity and innovation of content and teaching methods?

### Session 4 – Linking education to market needs

**“Employability of engineers: new challenges within a difficult economic landscape”, by José Ignacio GARBIZU**, Dean of the “Collegio de Ingenieros Industriales de Gipuzcoa”, Spain

Spain's high unemployment rate prompted the General Council of Official Industrial Engineering Associations to take a deep look at the situation of industrial engineers in the country, including their prospects for employment.

Different aspects of the situation were to be analyzed through the answers to a questionnaire that was sent to the 19 Industrial Engineering Associations of Spain. This paper will present the main results of the survey. The speaker ends up with a short description of the ac-

tion plan that has been drawn to improve the situation.

**“Employability of engineers: a full vision of new opportunities”, by María NUÑO VALDÉS**, member of the Executive Board of the Spanish Association of Engineers of Telecommunications (AEIT), Spain

Spanish Telecommunication Engineers currently have a high occupancy rate, as compared to the national average of the unemployment rate of industrial engineers. The speaker will present a paper that has been prepared on the basis of the results of a survey that involved more than 1,800 engineers and 320 students in the field of telecommunications.



Participants at the Conference

**“Employability of civil engineering graduates & the Bologna process – findings of surveys conducted by the European Council of Civil Engineers and by the EUCEET Association”, by Iacint MANOLIU**, Professor, Technical University of Civil Engineering of Bucharest, and **Barbara KARLEUŠA**, Professor, University of Rijeka, respectively Chair and Vice-chair of the Standing Committee of the European Council of Civil Engineers (ECCE)

The word ‘employability’ does not appear in the Bologna Declaration of June 1999, but only the statement that “the degree awarded after the first cycle shall be relevant to the European labour market as an appropriate level of qualification”. Is it the case now, nearly 15 years later? This paper tries to answer such a question on the basis of surveys conducted in 2013 by ECCE on the impact of the Bologna process on civil engineering

education and profession in Europe, with emphasis put on employability. Academics and professionals from 17 countries were actively involved in the surveys, the findings of which are summarized and commented in the paper.

#### Session 5 – Influence of accreditation

“Lessons learnt from the accreditation of civil engineering programmes in Belgium”, by **Bernard REMAUD**, former President of CTI (Commission des Titres d'Ingénieur, France), member of ENAEE

Two agencies – AEQES in Belgium and CTI in France – have orga-

nized in 2012-2013 a joint mission in the French speaking Community of Belgium, with a twofold objective : the evaluation of their engineering programmes according to Belgian legal requirements, and their accreditation according to CTI's and EUR-ACE's criteria.

Discussions are in progress with the Engineering Faculty deans of the Dutch speaking Community in view of organizing their legally required accreditation by CTI. This paper presents the lessons learnt from these experiences: benefits and pitfalls of a joint process between two different agencies, the adaptation of EUR-ACE criteria to

different national contexts, and the different views on the issues of engineering graduates' employability.

The **6th Session** was a Plenary Discussion between the speakers and the participants, moderated by Dr, Marc Goossens, Director and Executive Officer of SEII.

Prepared by:

Prof. Iacint Manoliu, Chairman of the SC E&T and

Prof. Barbara Karleusa, Vice - Chair of the SC E&T

## ECCE TASK FORCE CIVIL ENGINEERING HERITAGE



### Footbridge La Cava in Logrono - Spain

#### Report of Activities - March 2014

The new ECCE book project on footbridges launched by ECCE Task Force Civil Engineering Heritage started two years ago. The goal of the Task Force is to publish a book with a presentation of most outstanding existing footbridges in Europe regardless the time of its construction. Most of ECCE members (countries members of ECCE) decided to participate at this interesting book project. The initial work was concentrated on collecting of photographs of footbridges and preparation of texts with description of selected footbridges.

It is important to underline that many countries (ECCE members) presented very high interest to participate at this ECCE book project preparing outstanding presen-

tations with high quality photographs and interesting descriptions. The response of ECCE members was out of all expectations. Such serious engagement requires a very professional approach on book preparation. As far as I know no similar project of this size was prepared in Europe till now.

The selection of footbridges to be presented was done mainly on their historical importance and their construction and architectural value. Also many awarded footbridges built in last decade will be presented. It is to mention that on basis of invitation of ECCE the Japanese Society of Civil Engineers (JSCE) decided to participate at the project presenting 16 Japanese footbridges. In total about 200 different footbridges from many European countries will be presented in the book

on more than 300 pages and approx. 500 photographs. The initial text will also present a short history of bridge construction. So the book will be a kind of a promenade through the interesting world of footbridges. The text of the book is in English.

The draft of the book will be checked by the ECCE Editorial Board and approved by ECCE Executive Board prior printing will start.

Task Force Civil Engineering Heritage intends to print the book on behalf of ECCE in September 2014 and to deliver the book to the recipients after the first presentation of the book in October 2014. The presentation of the book will take place during the ECCE General Meeting to be held end of October

in Warsaw 2014.

It is important also to mention that ECCE members are kindly asked to define the number of books they intend to buy. All ECCE members and Associate members will receive some copies of the book also

free of charge. Such decision is expected to be approved by ECCE Executive Board during next ECCE General Meeting in Tbilisi in May 2014.

Prepared by:

Gorazd Humar

Task Force Civil Engineering Heritage

Chairman

## NEWS FROM EU & OTHER ASSOCIATIONS

### ECEC Brussels' Offices formal Opening

On Tuesday 18th March the ECEC Brussels' Offices formal Opening took place.

ECEC President, Mr. Crtomir Remec, kindly invited ECCE to attend the ECEC Brussels' Offices formal Opening. ECCE was represented by Mr. Vassilis Economopoulos, ECCE Past President & Chairman of the SC on Associate Membership, on behalf of the ECCE President Prof. Fernando Branco.

Mrs. Bernadette Vergnaud (French Member of the European Parliament, EP Rapporteur on the New Directive on the Recognition of Professional Qualifications adopted at the end of 2013 as the Directive 2013/55/EU) and Mrs. Tanja Fajon (Slovenian Member of the European Parliament) were the honorary invitees by ECEC President.

Many colleagues and friends also participated in the event - the whole Executive Board of ECEC, ECEC Members and ECCE Members simultaneously such as Nicola Monda (CNI), Dragoslav Sumarac (ECEC Vice President) Gabor Szolozy (ECEC Treasurer), Alois Materna (Czech Engineers) and Hamish Douglas (ICE).

During the event, discussions were held on the provisions of the New EU Directive 2013/55 and especially for the implementation and the preparations on the transit period.

ECEC President Remec and the Executive Board Members (Mr Thuriedl-Gen Sec, Lechner/Vice President, Hans Ulrich Kammayer/Vice President, Thomas Noebel/Federal Chamber of Engineers in Germany) stressed why the PROFESSIONAL REGULATION FOR ENGINEERS is essential for Eu-



### ECEC Brussels' Offices formal opening

rope, presenting and disseminating the ECEC important MEMORANDUM with 9 strong arguments on that.

ECCE representative, Vassilis Economopoulos, thanked Mrs. Bernadette Vergnaud for her valuable contribution on behalf of the European Parliament in the formulation of the New Directive supporting the European Engineering Organisations' Positions. He also stressed the close cooperation of ECCE and ECEC for many years promoting the interests of Professional Engineers in Europe.



### Mrs. Bernadette Vergnaud and Vassilis Economopoulos



### Mrs. Tanja Fajon and Vassilis Economopoulos

### Event: More Mobility for Engineers - A Contribution to Innovation and Growth in Europe (VDI - FEANI)

Within the adopted New Directive 2013/55/EU on the Recognition of Professional Qualifications the European Professional Card (EPC) is included.

The European Professional Card (EPC) has the main following characteristics:

- Involvement of the home Member State
- Electronic Certificate - IMI (public interface)
- Standardisation of document requirements
- Voluntary (only for interested professions)
- Alternative (only for interested professionals)

The procedures of implementation have Public Consultations as follows:

- Assessment of the suitability/impact on the Member States
- Consultation of other stakeholders (such as competent Authorities)
- Data collection (mobility/regulation/cost)
- Focus Group

At the First European Commission Conference organised in Brussels (on 12th February 2014) by the DG MARKT with the subject "Modernisation of Professional Qualifications Directive: Safe Mobility", Mrs. Bernadette Vergnaud, EP's main Rapporteur on this Directive recalled with emotion the history of the debates on the revision of 2005/36 EU: "Pragmatism, safety and mutual trust are the core



of free mobility. The European Professional Card will help building a Real European Labour Market."

The Profession of Engineers is one of the first Groups of professions that is being elaborated (Focus Group) for implementation.

On Wednesday 19th March VDI (German Association of Engineers) and FEANI organised an important event "More Mobility of Engineers - A Contribution to the innovation



**VDI - FEANI Panel**

and Growth in Europe".

VDI President Prof. Udo Ungeheuer underlined the importance of cross-border mobility of Engineers in Europe. He stressed that "Engineers are the driving force of innovation that leads to growth and create jobs. Since large and small Companies as well as Engineering Consultants increasingly orient themselves internationally, the need of cross-border mobile Engineers quickly increases".

FEANI and VDI promote strongly the operating FEANI system of EngCard already organised from 2010, as well as the title Eurling. FEANI and VDI supported that the recently adopted New Directive is an important step for Engineers' Mobility and called European Commission to a speedy effective implementation of the Directive

More Information on the EngCard and the Eurling title of FEANI can be found at [www.feani.org](http://www.feani.org).

ECCE and its President Prof. Fernando Branco were represented at the above event by the ECCE Honorary Treasurer/Vice President Dr.



**Vincentas Stragys - Dirk Bochar - Vassilis Economopoulos**

Vincentas Stragys and Mr. Vassilis Economopoulos.

**Workshop on Sustainability Assessment (ECF - CPE)**



**Sustainability Assessment Workshop**

This Workshop was organized in Brussels, on 4th of March, promoted by the Construction Products Europe and European Construction Forum (ECF). ECCE is member of ECF and was represented in the meeting by its President Fernando Branco, being also present several organizations related to the Construction Industry and based in Brussels.

The objective of the workshop was to make the construction sector aware of the EU intention to establish a methodology approach to benchmark the environmental performance of products during the life cycle (PEF – product environmental footprint).



**Sustainability Assessment Workshop attendees**

This means that all the products, including the construction products, in the future will be classified with a benchmark approach indicating their value in terms of environmental performance, eventually like equipment are today classified in terms of energy savings.

The global strategy for this classification uses the following steps for each product:

- to use Nace Code for identification;
- Definition of product;
- To use a reference unit (study of 1 unit of material/product:

m2, kgf, 1 product, etc.);

- Evaluate performance required (impact in several categories: climate, human toxicity, etc.);
- Service life analysis (ELCD – European reference life cycle data base).

To study this approach three pilot projects were approved and were presented in the workshop, related to plastic water pipes, metal sheets and thermal insulation, where the above steps will try to be clarified.

Questions from the audience related to the service life definition, classification of materials with several components, classification of the house / product, etc. stayed without an answer from the pilot project rapporteurs, meaning that everything is quite far from a practical implementation.

In conclusion it is clear that EU wants to begin to classify products and materials in terms of sustainability, but there is still a long way to reach a reasonable methodology.

Report by ECCE President, Fernando Branco

**FIEC MANIFESTO FOR ACTION EU TERM 2014-2019**

Ahead of the forthcoming EU elections FIEC has launched its "Manifesto for action" for the next EU term 2014-2019.

"In the EU28 the construction sector represents more than 9% of GDP, nearly 1.200 Bln.€ output, more than 14 million workers and 3 million companies, most of which are SMEs" states Thomas Schleicher, FIEC President. "On the basis of these figures and the impact that our industry has on related sectors we consider that future members of the new European Parliament and the new Commissioners have a political duty to take our requests into account" adds Schleicher.

The FIEC Manifesto defines 10 areas for action, which play a key role in establishing an adequate framework for encouraging the construction sector to be an effective lever for growth and employment in the EU, in a sustainable and long term way.

Facilitating investment and promoting financing, ensuring fair competi-

tion and a well-functioning labour market, promoting innovation and building a sustainable and energy efficient Europe are some of the areas in which action is needed.

For further information and for accessing the Manifesto and FIEC Press Releases please click [here](#).

**Transport infrastructure: Vice-President Siim Kallas announces the release of the first €12 billion for projects in the transport sector**

The Commission adopted on 26 March 2014 a decision making the first 12 billion € tranche available for projects of the trans-European transport network. The budget will boost key projects of the nine core network corridors and help advancing transport policy objectives such as the achievement of interoperability, the promotion of intermodality and the stimulation of innovation. It is vital for bridging the gap between the East and the West of the Union.

Vice-President Siim Kallas, Commissioner for Mobility and Transport, said " I am convinced that this major financial boost will bring the expected benefits to improve transport connections and that the value added by investing in genuinely European infrastructure will become plainly visible to investors, transport users and citizens".

The "Connecting Europe Facility" (CEF), which governs EU funding for infrastructure projects in the fields of transport, telecommunica-

tion and energy during the period 2014 – 2020, foresees an allocation of 26 billion € for transport infrastructure out of which 11.3 billion € are earmarked for projects in Member States which are eligible for funding from the Cohesion Fund. Funding will be concentrated on priorities which have been set out in the Union Guidelines for the development of the trans-European transport network<sup>1</sup> and further specified in the CEF Regulation.

Please find the full press release [here](#).

**Road safety: Second good year in a row puts Europe firmly on track towards target**

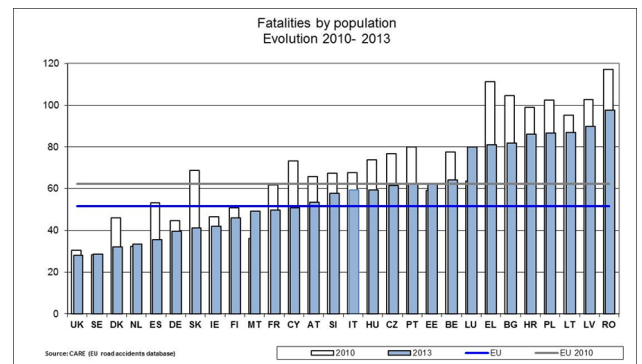
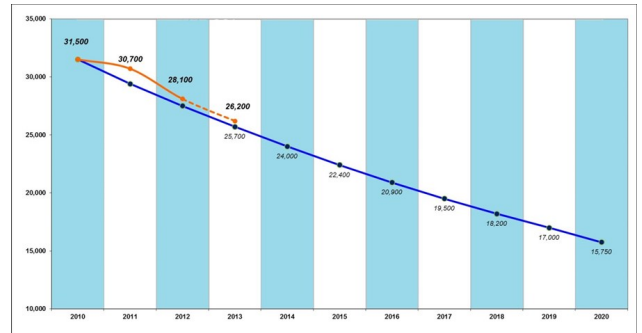
2013 is the second year in a row that saw an impressive decrease in the number of people killed on Europe's roads. According to preliminary figures, the number of road fatalities has decreased by 8% compared to 2012, following the 9% decrease between 2011 and 2012. This means that the EU is now in a good position for reaching the strategic target of halving road deaths between 2010 and 2020. Road safety is one of the big success stories of Europe. The 17% decrease since 2010 means that some 9000 lives have been saved.

Vice-President Siim Kallas, EU Commissioner for mobility and transport, said: "Transport safety is a trademark of Europe. This is why it is extremely important that the good results from 2012 were not a one-off. I'm proud to see that the

EU is fully back on track to reach the road safety target for 2020. However, there are still 70 people who die on Europe's roads every day, so we cannot be complacent. We must continue our joint efforts at all levels to further improve the safety on European roads."

Please find the full press release [here](#).

Evolution of the number of road fatalities in the EU 2010-2020 (blue line marks EU target)



# NEWS FROM ECCE MEMBERS

## CYPRUS

### A. PROJECTS

#### 1. NICOSIA

**(a) Archbishop Makarios III High School, Dasoupolis**

In 2010 the Ministry of Education and Culture announced an architectural competition for the design and supervision of the school project which was awarded to A. Livadass Architects and Consultants. After tendering procedures, the

successful contractor was Cyfield Development Public Ltd. Government Funds finance the project for the sum of 6.700.000 Euros.

The brief and specifications of the project were set by the Ministry of Education and Culture – Building Services Department, which was appointed to manage and coordinate the project.

The new school under construction is about 3 Km from the city centre.

It is situated on the grounds adjacent to the existing school and is easily accessible by road. The building has a modern design of high standards and quality. It consists of 7 two-storey wings, arranged around an internal courtyard, jointed together by two bridges and a ramp. The area of the plot is approximately 40,000m<sup>2</sup>. The building covers an area of 12,774m<sup>2</sup> with a football grounds, a running track, two basketball and

two volleyball courts as well as a car park and landscaped areas.

It will accommodate 750 students ranging from 15 to 18 years of age. It consists of 21 ordinary classrooms, 22 special teaching classrooms and workshops, a library, a projector room, a committee room, a staff room, a canteen, administration offices, a day-surgery and a recently refurbished multipurpose hall.

The construction works commenced on December 3, 2012 and the duration of the construction contract is 23 months split into two phases. The demolition of the existing buildings will commence once Phase A has been completed within a period of 18th month. The area where the existing school is situated after demolition will accommodate the sports grounds.



**(b) Construction of new pedestrians and bicycle lanes on Pedieos River, within the Municipal limits of Nicosia**

The pedestrian/bicycle lanes located within the limits of the municipality of Nicosia is 2.4km long and it is the extension of the general pedestrian/bicycle lane located next to Pedieos river, 9,5km long which begins from Lakatameia , passes through the Strovolos municipality and is completed at the west side of the Presidential Palace park.

The abovementioned pedestrian/bicycle lane begins from the presidential palace park and finishes at the bridge at Hilonos Street. The construction works were recently completed and cost approximately €2.050.500.

Further to those projects, an extension of the existing pedestrian/bicycle lane has been planned, and currently the required design and

construction drawing are been carried out. The latter stage of the lane will be 4km long and will extent the lane until Chrysospilliotissa Monastery located at Defera community village.

**Project details and technical characteristics:**

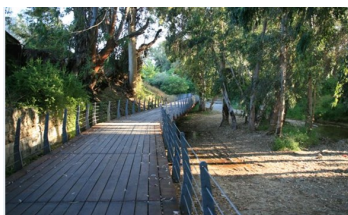
The project included the construction of a network of bridges parallel and transversely to the stream, 3m wide and with a total length of 350m.

The bridges are made out of timber, steel and reinforced concrete. The bridges deck is made out of African type hardwood timber. The bridges beams are made out steel beams, whereas the circular bridge piers are made out of reinforced concrete. The bridge side safety rails are made out of hot dip galvanized steel and stainless steel wire cables.

The rest part of the pedestrian/bicycle lane, which is not on a bridge, is 3m wide and has concrete curbs on both sides and the finish of the surface is fine graded soil.

The selection of the materials was done with respect to the surround environment and it was avoided to construct heavy structures with notable size.

Finally, it has to be noted that the lane is used both for pedestrians and cyclists even at the locations where the lane is less than 3m wide due to the existing landscape. In order to allow safe usage from both some restrictions and signage were installed.



**2. LIMASSOL**

**(a) The Oval – One of the tallest buildings in Cyprus under construction**

The Oval is an iconic new building on the Limassol skyline. A 16th floor landmark structure, it sets new standards in workplace design, from its dramatically curved exterior to the light-filled internal spaces with uninterrupted views across the

Mediterranean

Located in a key business district, The Oval sits in the heart of Limassol, just 100 meters from the sea. Limassol Marina is close by and fast access to the main highways brings the international airports of Larnaca and Pafos within easy reach. Cyprus’ economic outlook has been significantly boosted by the discovery of major untapped gas reserves. This has contributed to an increasing demand for world-class office space – a demand that The Oval has been designed to meet.

The Oval’s distinctive shape was inspired by the round pebbles found on Limassol’s beach and by the curved lines of sails. While the sweeping arc of the building reflects its waterside setting, its form and scale contrast sharply with the cityscape around it to create a building that stands out in every sense.

Sustainability has also been a key consideration in every element of The Oval’s development. The building’s design and materials minimise carbon emissions, energy and water consumption while the extensive glazing maximises daylight and minimises heat gain. Additionally, the ventilation, heating and water systems are state of the art and meet the highest environmental standards.



The Oval’s Building Structure consists of reinforced concrete frame, comprising of raft foundation, columns, beams and slabs designed in line with European anti-earthquake construction specification codes.

The eastern and western façades consist of rain screen aluminum cladding panels fixed on a secondary steel structure with thermal insulation. The two sides loop over the building to form the oval shape and to provide the main building with sun protection. The southern

and northern façades are designed as a conventional glazed window system. Geothermal Energy is used for heating and cooling of the building.

The construction started in March 2014 and is expected to be completed by the end of 2016 at a cost of about €25.000.000.

The main contributors are:

Developer: Cybarco Development Limited (www.cybarco.com)

Contractor: Cybarco Limited

Concept Design: Atkins Limited

Architects: Atkins Limited and Arneftis & Associates

Structural Engineering: Hyperstatic Engineering Design

Electromechanical Engineering: Elemec & Yfantis Engineering



**(b) Upgrading of Zygos Bridge**

The project includes the Design and Construction Works for the enhancement of the bearing capacity of Zygos Bridge. The Bridge is located on Limassol-Platres main road (B8) upon Kourris River at a distance of 11km from Limassol. The strengthening of the bridge is essential because it was considered dangerous in cases of overloading or earthquake.

The works include the following:

- Construction of temporary by-pass road.
- Strengthening the bearing and earthquake-resistant capacity of the existing bridge's foundations, piers and abutments.
- Removal of the temporary steel supports of the bridge.
- Demolition of the existing deck (slab and beams) of the bridge.
- Demolition of the upper sec-

tion of the existing piers and abutments and adjustments to accommodate the new deck.

- Construction of new wider deck with enhanced bearing capacity.
- Rectification and adjustment of the connection of the new bridge and approach slabs with the existing pavement.
- Construction of drainage collection system and accidental spillage containment, on the road and bridge.

The contract started at 18.09.2013 and is expected to be completed by November 2014 at a cost of €3,650.000 millions.



**(c) Small projects**

**(i) Rehabilitation of Kato Polemidia core center**

The project scope was about the rehabilitation and upgrade of the Kato Polemidia core center, which targeted to the creation of a common area for social, cultural usages. Among other things, the project includes new pavement finishes, installation of all utilities services in below ground networks, new street lighting, landscaping, new road furniture, etc.

The design and project management was carried out by the Town-Planning and Housing Department of the Ministry of Interiors.

The project budget is €2.200.000 and is covered from the budgets of the Republic of Cyprus government and the local authorities, at ratio 2/3 and 1/3. The project construction works were initiated at the beginning of 2012 and were recent-

ly completed.



**(ii) Rehabilitation of section of the traditional core center of Arsos community village**

The project was co-financed from the European Funds. The project includes the rehabilitation of the historical core center of Arsos community, as well as the renovation of the area surrounding the historical church of Apostle Philip (Apostolos Philippos), which is declared and an ancient historical monument. The main target of this project was to upgrade-improve aesthetics and functionality of the community. The project is planned to be carried out in two stages. The first stage, which already has been completed, includes among others, new road pavements finishes, installation of all utilities services in below ground networks, creation of a square around the ancient church and external retrofit of the traditional coffee shop next to the church.



The design and project management was carried out by the Town-Planning and Housing Department of the Ministry of Interiors. The first stage had a budget of approximately €1.170.000, and it was co-financed at a percentage of 50% by the European Regional Development Fund and it was part of the "Operational Program for Sustain-

able Development and Competitiveness 2007-2013”.

The second stage of the works includes the construction of 2 parking areas and laying new road pavement finishes at the roads connecting the parking areas to the traditional core center.



**3. LARNACA**

**(a) Extension of Larnaca General Hospital New Wing**

The project involves the extension of Larnaca General Hospital, by constructing, a new wing of about 23.500m<sup>2</sup> which comprises two basements, a lower ground floor, ground floor and four upper floors as follows:

- Basements include staff parking, store rooms, electricity substation and other secondary services.
- The lower ground floor will accommodate the Physiotherapy department and the Cafe-teria.
- The ground floor will accommodate the pharmacy and the Outpatients' Clinic.

- The first floor will accommodate the Dialysis Clinic, the Thalassaemia Clinic, the Library and the Amphitheatre.
- The second floor will remain void for future use.
- The third floor will accommodate the Bioclinic Laboratories, the Blood Bank and Doctors' on call rooms.
- The fourth floor will accommodate the Electromechanical Services.

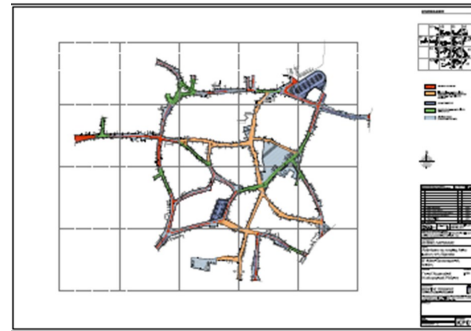
The contract was signed at 14.01.2013 at a cost of €24.000.000 and includes the Design, Build and 12 year Maintenance of the new building. The construction has already commenced and according to the contract, will be completed by January 2017. The project is expected to upgrade the services provided by Larnaca General Hospital.



**(b) Revitalization of Saint John's parish in Larnaca**

The study for the revitalization of St. John's parish in Larnaca has been recently completed and presented to the City Council by the architectural and design office "Polytia Armos". The parish of Saint John is a traditional residential area with mixed Greek and Turkish Cypriot properties. The study includes traffic management master plan and the use of open public spaces and area redevelopment plans. The aim of this study is the aesthetic and functional upgrade of the region and the promotion of its architectural, urban, social, historical and environmental value, as well

as to ensure the smooth and safe movement of pedestrians and vehicles, safeguarding the comfort and well-being of its residents. The cost for the project is estimated at €6.000.000 and will be launched for co-financing from the remedial funds of EU for the period 2014-2020.



**B. EVENT**

The Cyprus Association of Civil Engineers organized a 2 day training seminar on 19th and 20th of March 2014 titled "Seismic Evaluation and Repair of monuments and traditional homes/ settlements - Structural Rehabilitation». The training was addressed to Civil/ Structural Engineers and covered the presentation of data, information, regulatory methods and technical aids that today's engineers need to develop implementation studies for the repairs and for improving and upgrading the historical / traditional construction of unreinforced masonry.

**C. ELECTIONS FOR THE TECHNICAL CHAMBER OF CYPRUS (ETEK)**

The Technical Chamber of Cyprus (ETEK) issued a notice of elections for the members of its General Council and members of its Disciplinary Board. The elections will be held on Sunday, June 15, 2014 as follows:

Pursuant to the provisions of the ETEK Law and Regulations, the number of members of the General Council is allocated, as follows:

- Architecture, including Landscape Architecture - 5 members
- Civil Engineering, including Landscape Engineering - 7 members
- Mechanical Engineering - 5 members

- Electrical Engineering - 4 members
- Electronic Engineering, including information technology engineering - 4 members
- Chemical Engineering - 1 member
- Mining and Applied Geology Engineering - 1 member
- Agronomy - Topographic Engineering - 1 member
- Land survey and valuation - 1 member
- Town and Spatial Planning - 1 member

Regarding the Disciplinary Board, 5 of the 9 members will be elected for 6 years.

The Cyprus Association of Civil Engineers is preparing to choose its candidates for the elections through internal elections and a General Assembly.

**D. CAMPAIGN FOR EARTHQUAKES CONCERN**

The Cyprus Association of Civil

Engineers with the logo “Our country must withstand an earthquake size similar to that of Kefalonia-Greece” campaigns the need to take the necessary measures so we get properly prepared for a future earthquake. The concern is related to the level of seismic protection of some buildings and the general construction in our country.

The level of seismic protection of new construction is adequate, after 1st of January 2012, subject to stricter provisions for analysis and design of construction projects with the mandatory application of the Eurocodes.

The level of seismic protection of buildings erected after the implementation of the Cyprus Earthquake Regulation in 1993 and the introduction of compulsory supervision during construction of buildings in 1998 is considered satisfactory.

Concern exists for constructions designed and erected before the application of any earthquake regulations. The concern is stronger when additions to the structure are

performed, or changes to its use without sufficient assessment of the structure which further reduces their ability to withstand an earthquake.

The campaign targets to sensitize stakeholders to adopt good and sufficient measures, as a first step, to all constructions of public use, erected before the implementation of the Cyprus Earthquake regulation that should be checked for their level of seismic adequacy. Also a campaign for inspection of old buildings should be done.

Another measure is to provide a legislation establishing procedures for mandatory periodic inspection of all buildings, public and private. Also the general public should be informed for the advantages of strengthening buildings against earthquakes and of upgrading the buildings.

**ESTONIA**

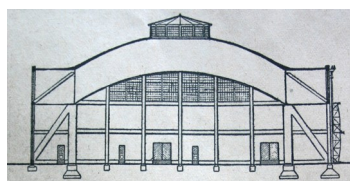
**Restoration of national heritage – the Seaplane Harbour hangar**

In 2012, renovation works were completed on the Seaplane Harbour hangars in Tallinn, Estonia. The object is a remarkable sample of structural engineering and construction from the beginning of the last century. Although it was opened almost 2 years ago, we still would like to introduce it to the ECCE team. In 2013, our members – structural engineers Prof. Karl Õiger and Ph D Heiki Onton – received a special EEL award for the restoration of the concrete structures of the Seaplane Harbour.



The seaplane hangars were designed and erected between 1916 and 1917. The hangars are unique due to their construction history, and have a high heritage value. They were designed and construct-

ed by the world-famous Danish engineering company Christian & Nielsen. This large span structure, courageous and advanced for its time, consists of three spherical and seven cylindrical reinforced concrete roof shells as well as four two-tier towers. The hangars were the first structures in the world to use reinforced concrete shell domes. This construction solution allowed for the construction of an immense internal space, where in an area measuring 35x116 m there is not a single pillar. The concrete is only 8 cm thick at the crest, and 12 cm near the support pillars; there are no beams to support the shells. There are two layers of reinforcement with a diameter of 8...10 mm and net ~ 200 x 200 mm, which are parallel to the shell edges.



Before restoration work began in 2010, the seaplane hangar was in a terrible state. Because of very poor maintenance during the last decades and due to the absence of roofing, windows and doors, water and moisture had penetrated the concrete surface, causing moisture and frost damages to the concrete, corrosion of reinforcements and washing out of binders. The cement stone was decomposed, the porosity of concrete was increased and the carbonisation process was hastened, and the reinforcement was corroded and the cover layer of concrete was lost as a result. The reinforced concrete domes had lost 2–3 cm of concrete from below, revealing the reinforcing steel, which was heavily corroded.





Before designing, determining the properties of the materials (class of concrete, frost resistance, mineralogical composition of cement stone using X-ray analysis, porosity, morphology of concrete structure using electro-microscope, yield point and tension strength of reinforcement) was undertaken.

When the analysis was concluded, it was stated that the internal forces of the shell were relatively low. This is why there had been no local or global collapses of the shell.

One of the biggest challenges in the restoration works was the treatment of cracks in the shells of the domes. The total length of cracks when measured was 3.6km. All the cracks were stitched with steel bars and injected with a special mixture. A new spray concrete layer was added under the domes to restore the strength of the domes and protect the reinforcement.



As a big surprise, the analyses of the original concrete structures were eventually found in 2011 from the archives. Until then, these had been searched for but not found. Although it did not change the new design, it was very important find from an historical point of view. It was discovered that these analyses were made by a very good engineer of that time.

In the ECCE's upcoming book of

footbridges, some footbridges inside the building of Seaplane Harbour are included.



So if you happen to be in Tallinn, this is the "must see" in terms of both the building and exhibition of the Maritime Museum.

Compiled by Erki Laimets

See additionally:

- <http://www.lennusadam.eu/en/>
- <http://www.thebestinheritage.com/presentations/2013/estonian-maritime-museum-seaplane-harbour.212.html>

**EEL signed a cooperation agreement with RIL**

On 17 January 2014, a meeting of the Board of Directors of the Estonian Association of Civil Engineers (EEL) and the Finnish Association of Civil Engineers (RIL) was held, during which a cooperation agreement was signed.

The main objectives of the cooperation agreement are to strengthen the ties between the associations and to ensure and facilitate cooperation between the members. Both agreed on a continuous exchange

of information with regard to civil engineering in general, European directives and professional qualifications. Significant emphasis is to be placed on the comparison of the professional levels of Finnish and Estonian civil engineers and the future mutual recognition of professional qualifications. Its importance cannot be underestimated, as Estonian-Finnish cooperation in the field of construction is well known.

The cooperation agreement aims to contribute to the organisation of science and technology-related public events, the exchange of students and lecturers, and socialising events between the members of the union. It also assists with the translation of publications, standards and guidelines.

The signed agreement ensures that the members of EEL have the opportunity to participate in the meetings of RIL (other than the annual meeting and board meetings) and vice versa, and the members of RIL are free to attend the events of EEL. Importantly, the agreement notes that, if possible, discounts shall be applied on publications, periodicals and qualification enhancement trainings.

Compiled by Andres Piirsalu



**From left: Kaupo Koitla – Chairman of EEL, Heiki Meos - Chairman of the Qualification Board of EEL, Teemu Vehmaskoski – Director of Membership and Public Affairs of RIL, Andres Piirsalu – Vice Chairman of EEL, Helena Soimakallio – Managing Director of RIL, Erki Laimets - Vice Chairman of EEL, Tiia Ruben - Managing Director of EEL, Anu Karvonen – Director of Products and Services of RIL.**

**GEORGIA**

(1) Representatives of Georgian Society of Civil Engineers are taking participation in the established by Ministry of Economy and Sustainable Development of State Commission, where in accordance with German model is carried out the development of Georgia arrangement and construction codes.

(2) The Georgian Society of Civil Engineers for the development of

the country's construction sector, accordingly implementation of international standards and their study, for realization of exchange programs and other various issues has signed agreements of cooperation with the American Society of Civil Engineers (ASCE) and British Institution of Civil Engineers (ICE).

(3) On the 56th General Assembly of European Council of Civil Engi-

**AGREEMENT OF COOPERATION**  
 Between  
**American Society of Civil Engineers (ASCE)**  
 World Headquarters  
 1801 Alexander Bell Drive  
 Reston, Virginia 20191-4400  
 U.S.A.  
 And  
**Georgian Society of Civil Engineers**  
 4 Freedom Square, Block 2B  
 Tbilisi  
 Georgia

**Agreement of Co-operation**  
 ICE/Georgian Society of Civil Engineers

Agreement between:  
 Institution of Civil Engineers  
 AICE  
 Georgian Society of Civil Engineers

**Preamble**

The Institution of Civil Engineers and the Georgian Society of Civil Engineers have entered into this Agreement to promote the advancement of their members' interests, to the mutual benefit of their members and the promotion of the engineering profession.

**Reciprocal Arrangements**

1. The existing bodies of each association (hereinafter referred to as "associations") undertake the following:
  - a. to promote and to enhance the knowledge of the best practice (other than financial and related matters) and to disseminate the same;
  - b. to act in the best interests of their members, to provide the means for the advancement of their members and to disseminate the same;
  - c. to provide the means for the advancement of their members and to disseminate the same;
  - d. to provide the means for the advancement of their members and to disseminate the same.

The Institute is a not-for-profit organization for the year 1913 and may be referred to as "Institute".

Agreement is entered into by the two associations with the sole intention that the same shall be for the benefit of the members of the two associations (i.e. subject only to any special laws that may be enacted by the two associations).

The Institute is a not-for-profit organization and the Institute's members shall be entitled to the same benefits as the members of the Institute.

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neers (ECCE) was approved the proposal by President of Georgian Society Civil Engineers (GSCE) Mr. Iuri Svanidze Affiliate member of American Society of Civil Engineers (Aff.M.ASCE) to establish in Georgia the South Caucasus and Eastern European Civil Engineers refresher training and Certification Center that gives the possibility with participation of local as well as leading specialists from different countries, grounded in advance mutually agreed programs of the European Council of Civil Engineers (ECCE) and the British Institution of Civil Engineers (ICE), to prepare and promote the Caucasus and Eastern European countries civil engineers qualifications, improve their status and prestige and their presentation in Europe.

The main objectives of Centre are:

- Study and implementation of nowadays technologies in seismic resistance construction.
- Study of buildings energy efficiency issues.
- Study of current environmental problems and ways of its solution.
- Issues of application of International Building Codes (IBC) and European Standards Eurocodes (EUROCODE) at design and construction.
- Study and implementation of water resources utilization in international practice.

- Seismic stability of road transport systems structures.

The establishment of mentioned center is supported by European Council of Civil Engineers (ECCE), Technical Council of British Institution of Civil Engineers (ICE) and Japan Society of Civil Engineers (JSCE).

**Kutaisi By-pass road**

Based on the agreement with Georgia motor roads Department №EWHIP/CW/ICB/01 04/08/2011 the JV "TODINI Costruzioni Generali SPA" TAKENAKA CIVIL ENGINEERING & CONSTRUCTION CO. LTD is carried out construction of E-60 motor road Zestaponi-Kutaisi-Samtredia district Kutaisi new by-pass road (km0+000-km17+300) with new concrete pavement. The project cost makes up to 77 909 690.15 GEL and 20 603 657.56 euros (in national currency 127 183 337.22 GEL). Within the projects frame are carried out construction of various artificial structures (bridges, culverts, cross-road, overpasses). Accordingly of project of road under construction km12+939 is stipulated the construction of connecting with Kutaisi - Geguti highway road interchange.

The complete interchange includes construction of two span overpasses with length of 73.4 m (Kutaisi - Geguti). On overpasses the width of carriageway makes up to 8 meters. The construction of road interchange provides the arrangements of 8 ramps with total length 4 701 m, on that will be arranged bituminous concrete pavement. The inter-

change gives the possibility for moving from Kutaisi, as well as from Geguti rolling stock to non-stop move up to Zestaponi, as well as up to Samtredia. Significantly will be simplified travelling process for moving from West Georgia, as well as from East Georgia vehicles in the direction of Kutaisi and Geguti.

Section Length - 17,3 km

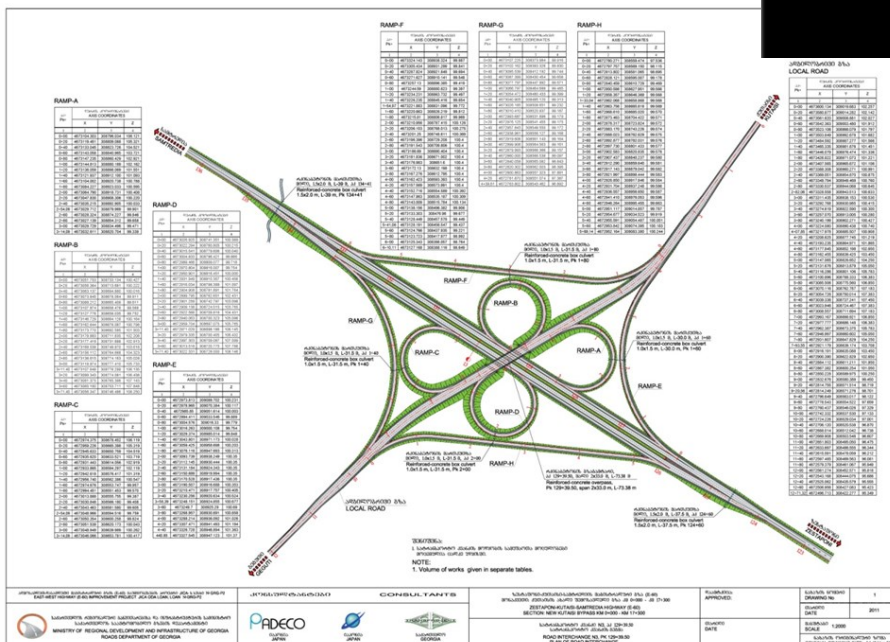
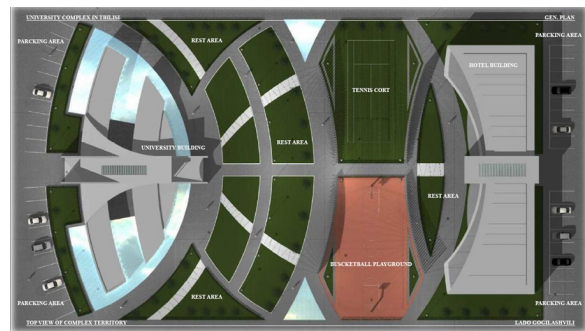
6.2 km of Concrete Pavement had been laid in 2013

It is planned to Complete Works in 2014

At the same time:

5 Bridges , 1 Bridge Overpass, 4 Junctions

Project Budget – 127 million GEL





## ECCE MEETINGS & CONFERENCES

The **59th ECCE General Meeting will be held in Tbilisi, Georgia, on Saturday 31st May 2014**, hosted by the Georgian Society of Civil Engineers (GSCE).

The ECCE Meeting will be combined with the **International Conference “Seismic Design and Rehabilitation of Buildings”** that will be held on **29th - 30th May 2014**. The International Conference will be co-organized by ECCE, GSCE and WCCE.

Please find hereunder the links for further information about the 59th ECCE General Meeting and the Conference:

[59th ECCE General Meeting information](#)

[International Conference “Seismic Design and Rehabilitation of Buildings”](#)

## Second European Engineering Day : Engineers Build Europe

The **Second European Engineering Day will be held on 20th November 2014**, at the Sofitel Brussels Europe Hotel in Brussels, organized by ECCE, ECEC and FEANI in cooperation with other Engineering Organizations.

The preliminary topics of discussion are the following:

For FEANI the subjects would be:

- 1/ “Accreditation of Continued Engineering Education”, by Prof. José VIEIRA
- 2/ “TBD”, by either Mr. Alan STILWELL or Mr. Lars FUNK

For ECEC the subjects would be:

- 3/ “Price/Quality Relationships ....” by Prof. Hans LECHNER
- 4/ “Role of Self-Regulation and Professional Regulation” by TBD

For ECCE the subjects would be:

- 5/ “How to support European Engineering Companies’ activities outside Europe” by Mr. Vassilis ECONOMOPOULOS, ECCE Past President and Chairman of the Standing Committee on Associate Membership
- 6/ “How to Improve Investments in European Construction” by Prof. Fernando BRANCO, ECCE President

Further information will be announced in due time.

# CONFERENCES & EVENTS

## First Conference of the Mediterranean Engineers' Organizations. Lecce, 8 – 9 – 10 May 2014

The First Conference of the Organizations of Engineers of the Mediterranean Area will be held in Lecce on 8 – 9 – 10 May 2014 organized by the Consiglio Nazionale degli Ingegneri and the Consulta Regionale degli Ordini degli Ingegneri di Puglia, under the patronage and the collaboration of WFEO (World Federation Engineering Associations).

The initiative had the consensus of all the Organizations of the Engineers in the European Mediterranean also through the relevant Federations: CLAIU, (Council Associations Long Cycle Engineers), FAE (Federation of the Arab Engineers), FEANI (European Federation National Engineering Association), ECCE (European Council civil engineers), ECEC (European Council Engineering Chambers).

For further information and registrations please follow the [link](#).

The link to register to the Conference and to book the hotels:

<http://eventi.salentocongressuale.it/it/congressi/iscrizione/1-first-conference-of-the-engineers-of-the.aspx>

## FIEC Congress 2014 Berlin

FIEC's Annual Congress, which will take place this year in Berlin from 26th to 28th June 2014.

The Conference on Friday afternoon, 27th June 2014, will be focusing on the issue "Growth and Jobs through Investment in the Real Economy - lessons to be learned from the national level" with 2 workshops

(Part I "Construction Market Europe" / Part II "Youth Employment").

For further information please visit the dedicated website [www.fiec2014.com/](http://www.fiec2014.com/).

## Congress on Industrial & Agricultural Canals

### A multidisciplinary approach

2-5 September 2014

Lleida, Catalonia, Spain



The University of Lleida Foundation, in conjunction with a number of other institutions, has planned the Congress on Industrial and Agricultural

Canals. The congress aims to provide a forum at which specialists from different countries will be able to exchange their experiences relating to different aspects of industrial and agricultural canals, including:

1. History of canals and their impacts on society (power

and supply of water)  
 2. The different uses of canals and their impact on local landscapes, the environment and sustainability  
 3. The management and improvement of canals to meet energy needs  
 4. The importance of canals for regional economies and territorial development, and canals within the European Water Directives

This event will provide an opportunity to exchange experiences, learn from the past and discover different points of view. The resulting experiences and ideas should form the basis for new research and help to implement existing findings. The idea of adopting a multidisciplinary approach comes from an interest in bringing together different (historical, technological, social, economic, political, environmental, etc.) perceptions of industrial and agricultural canals used to generate power and/or supply water.

Deadline for submitting abstracts: January 31th 2014.

For more information visit the [Conference website](#).

## Water for Today and Tomorrow, October 28-30, 2014, Tianjin, China



The Chinese Hydraulic Engineering Society (CHES) and the Canadian Society for Civil Engineering

(CSCE) are jointly

hosting an international conference on water resources to be held in Tianjin, China

(about a two hour commute from Beijing) during October 28-30, 2014. Tianjin is home to one of the most prestigious universities in China:

Tianjin University which will be a sponsor and contribute to local organization of the conference. There are various means of travel between Tianjin and Beijing including a bullet train that makes the trip in about 30 minutes.

## IABSE Conference 'Elegance in Structures'

The IABSE Conference 'Elegance in Structures' will be held in Nara, Japan, from May 13-15, 2015. Participants wishing to present a paper according to the Themes and Topics, are kindly invited to submit an abstract online at: [www.iabse.org/nara2015](http://www.iabse.org/nara2015)

Themes and Topics: Historical Structures; Aesthetic Design; New Application of Materials to Structure; Innovations of Analysis, Design and Construction; Smart Solutions to Mitigate Natural Disasters; New Technological Advances on Sustainability; New Structural Form.

Abstract submission: [www.iabse.org/nara2015](http://www.iabse.org/nara2015)

Download brochure: [Preliminary Invitation and Call for Papers Sponsorship/Commercial](#)

Exhibition: [secretariat@IABSENara2015.org](mailto:secretariat@IABSENara2015.org)

For more information visit the [ASCE website](#).

**World Engineering Conference on Sustainable Infrastructure,**  
**2nd - 7th November 2014, Abuja - Nigeria.**



The World Federation of Engineering Organizations (WFEO) has granted approval to the Nigerian Society of Engineers (NSE) to host the World Engineering Conference on Sustainable Infrastructure with the theme: Development of Sustainable Infrastructure in Africa. It is scheduled to hold between 2nd-7th of November 2014 in Abuja.

For more information visit the [WECSI 2014 website](#).

#### **American Society of Civil Engineers**

**International Conference on Sustainable Infrastructure 2014**

**6th - 8th November 2014,,**

**Long Beach, California, USA**

Conference Objectives

Infrastructure is an essential component of national competitiveness and social well-being. Designing and delivering infrastructure systems that truly contribute to sustainability throughout their service life is the theme of this conference.

The International Conference on Sustainable Infrastructure (ICSI) 2014 will focus on sustainability in the built environment, presenting relevant engineering research, demonstrations and applications that contribute to competitiveness and well-being. Presentations and panel discussions will cover sustainable infrastructure planning, financing, design, construction and operation: how practitioners are improving sustainable performance to meet the critical challenges of a changing operating environment.

#### **BUILDING TEST EXPO**

**The exhibition for construction product testing and certification**

**17 - 19 June 2014, Brussels**



Building Test Expo is the only international exhibition and technical conference dedicated to the latest technology, services, and equipment used in building product and materials testing and certification. The event pro-

motes increased innovation, quality, safety and sustainability in building materials through improved and advanced testing technologies and processes.

A full spectrum of attendees, from building materials and construction products manufacturers to major contractors and consultant engineers will meet with leading testing laboratories and testing equipment manufacturers in order to:

- Look at the latest testing technologies, processes and services from leading global technology suppliers
- Increase their awareness of important changes to European and international regulations, standards, and certifications
- Engage in crucial industry-wide discussion and debate towards increased uniformity in testing and certification
- Reaffirm the commercial and competitive benefits of effective building and building materials testing and certification

[More Information.](#)

# ECCE Network

European Commission - Enterprise and Industry Directorate General



European Commission - Internal Market and Services Directorate General



European Construction Forum (ECF)



European Council for Construction Research, Development and Innovation (ECCREDI)



European Civil Engineering Education and Training (EUCEET) Association



European Society for Engineering Education (SEFI)



Council of Association of Long Cycle Engineers of a University or Higher School of Engineering of the European Union (CLAIU - EU)



European Council of Engineers Chambers (ECEC)



European Federation of National Engineering Organizations (FEANI)



World Federation of Engineering Organizations (WFEO)



World Council of Civil Engineers (WCCE)



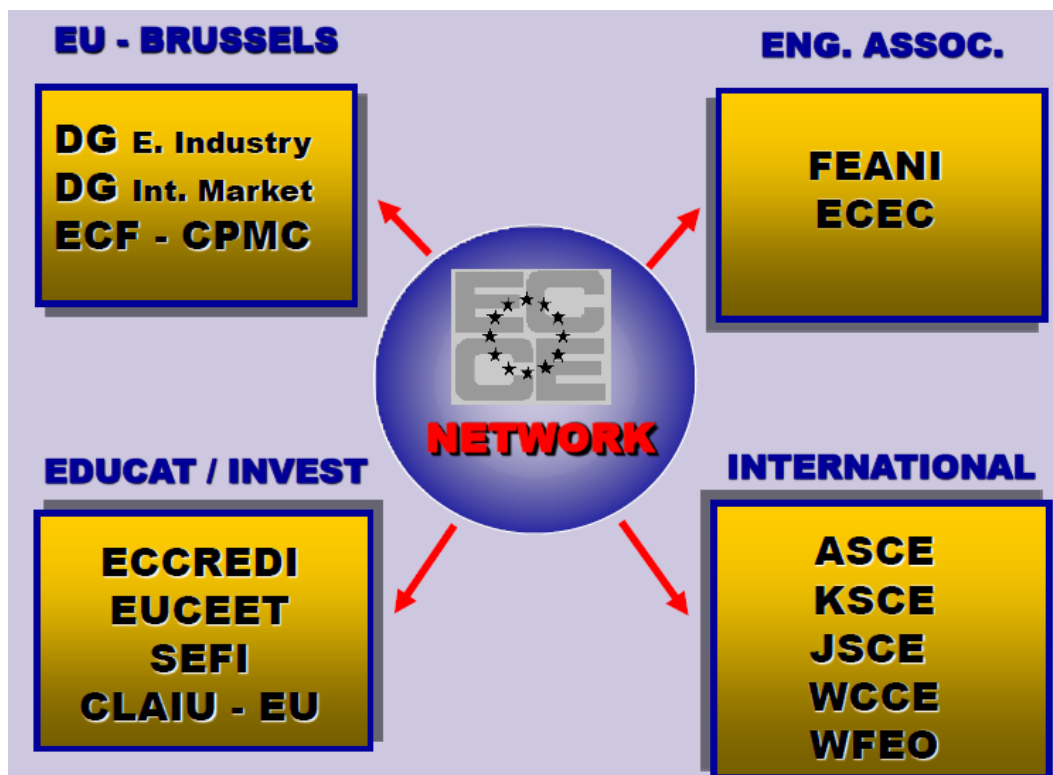
American Society of Civil Engineers (ASCE)



Japan Society of Civil Engineers (JSCE)



Korean Society of Civil Engineers (KSCE)



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ZENTRALVERBAND  
DEUTSCHER INGENIEURE e.V. – ZDI



National Technical University of Athens  
School of Civil Engineering



TEKTAS ENGINEERING



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“Civil Engineers at the Heart of Society  
Building Life Quality and a Sustainable  
Environment”

The European Council of Civil Engineers (ECCE) was created in 1985 out of the common concern of the professional bodies for Civil Engineers in Europe that the Civil Engineers working together across Europe could offer much more to assist Europe advance its built Environment and protect the natural environment.

At the European Union level, ECCE aims to promote the highest technical and ethical standards, to provide a source of impartial advice, and promote co-operation with other pan-European organizations in the construction industry. ECCE also advises and influences individual governments and professional institutions, formulates standards and achieves a mutual compatibility of different regulations controlling the profession, and formulates standards for a European Code of Conduct of the Civil Engineering Profession and disciplinary procedures applicable throughout the Union.