

**ACTIVITY REPORT**





## Contents

- 
- 1 Message from the Chairman
  - 2 Profile
  - 4 Key figures
  - 5 Financial notes
  - 8 Eurovia's environment policy
  - 10 Accident prevention - safety
  - 12 Management
  - 14 2006 projects
  - 32 Addresses



**Roger MARTIN**  
Chairman and Chief Executive Officer  
of Eurovia

2006 has proven to be a good year for Eurovia. The company's business indicators grew impressively: revenue was up 12%, operating profit from ordinary activities increased 19% and net profit grew 32%.

The following pages showing the highlights of 2006 provide a good overview of our broad range of expertise - from motorway pavements and engineering structures in the US, to cobblestone laying on the Place Charles de Gaulle in Paris. The highlights also demonstrate our teams' ability to design, coordinate and carry out complex projects such as the Clermont-Ferrand light rail system in France and the D8 motorway in the Czech Republic.

Meanwhile, Eurovia continued its policy of acquisitions focused on expanding and extending its network of locations in Europe and North America.

Industrial production of high-quality materials remains the core of our strategy, as illustrated by the acquisition of such companies as Carrières unies de porphyre in Belgium and Sutter in Germany. Combined with encouraging first-year results of our Antwerp distribution platform, they constitute a coherent system for producing and marketing high-quality materials in Northern Europe.

In pursuing its innovation policy, Eurovia devoted three-fourths of its research budget to protecting the natural environment. The first NOxer® pavements, laid in the autumn, have demonstrated their reliability and attracted a great amount of interest among contracting authorities and civil society.

For many years environmental concerns remained an abstract concept. More recently they have begun to support genuine determination and now the time has come to take action. Much will be undertaken in coming years and we will need solutions, processes and people to implement them. Eurovia has prepared for this decisive phase and intends to play a leading role in putting forward proposals as a partner and a player.

After five years of growth, our infrastructure markets continue to show the same strength. Needs exist and are being expressed, decision makers are determined to meet them and public private partnerships are opening up new financing.

To respond to all these expectations, Eurovia combines local presence and global sharing of knowledge and experience. It is supported by a network of employees - international managers, technicians and research workers, accident prevention specialists, training instructors - and by a highly integrated network of divisions and industrial sites with a common communication capability thanks to the Kheops information system, which has now been rolled out at virtually all of Eurovia's subsidiaries inside and outside of France.

Building on its decentralised organisation, its locations, its capacity for innovation and its teams, Eurovia moves into 2007 with optimism and enthusiasm.

# 2

## PROFILE

The **38,500 employees of Eurovia**, a VINCI subsidiary, operate in Europe and in North and South America, designing, building and maintaining the transport infrastructure for public and private clients. Combining strong local roots based on a network of more than 1,000 industrial and commercial entities with an ambitious innovation policy, Eurovia promotes a global and controlled approach to all its business lines - roadworks, industries and materials, quality of life and environment, services - with the aim of achieving harmonious and sustained growth.

### ▼ Key figures

€7.23 < billion revenue  
38,500 < employees  
300 < works agencies and subsidiaries in 16 countries  
210 < quarries  
60 < binder plants  
385 < coating plants  
135 < materials recycling and re-use facilities  
40,000 < projects per year

### ▼ Values

Responsibility  
Solidarity  
Innovation  
Outreach

## HIGHLIGHTS

**JANUARY** > Eurovia and Carmeuse join forces to form the Société des Carbonates Piketty company (SCP) in the Paris area.

**JANUARY** > Eurovia consolidates its industrial positions in Canada by acquiring the operating assets of Constructions et Pavages Continental Inc.

**APRIL** > Eurovia wins the Grand Prize in the Road Safety Award presented by the IRF (International Road Federation) for Vigiroute®.

**APRIL** > Eurovia acquires the Société de Balisage Mobile (SBR) company in the Paris area.

**AUGUST** > Eurovia acquires the Presqu'île Environnement company in western France.

**AUGUST** > Eurovia acquires the Sutter group, based in Dresden, Germany, in which the main asset is the Oberottendorf quarry.

**SEPTEMBER** > Eurovia takes control of the Carrières unies de porphyre (CUP) in Belgium.

## Executive Committee

Roger MARTIN	Chairman and CEO
Jean-Louis MARCHAND	Senior Executive Vice-President
Patrick JUTIER	CFO
Guy VACHER	Executive Vice-President, France
Daniel ROFFET	Executive Vice-President, International

## LOCATIONS

### ► AMERICAS

**CANADA** DJL  
**UNITED STATES** Hubbard and Blythe  
**CHILE** Bitumix and Probisa Chile

### ► EUROPE

**ALBANIA** Albavia  
**BELGIUM** Eurovia Belgium and Grizaco  
**CZECH REPUBLIC** SSZ  
**FRANCE** Eurovia  
**GERMANY** Eurovia VBU, Eurovia Teerbau, Eurovia Industrie, Eurovia Beton and Eurovia Gestein  
**ITALY** Batec  
**LITHUANIA** Eurovia Lietuva  
**POLAND** Eurovia Polska  
**PORTUGAL** Probigalp  
**RUMANIA** Viarom Construct  
**SLOVAKIA** Eurovia Cesty and Eurovia Kamenolomy  
**SPAIN** Probisa and Trabit  
**UNITED KINGDOM** Ringway



**SEPTEMBER** > Eurovia wins 2 of 3 prizes in the FNTF Environment competition.

**OCTOBER** > Eurovia receives the special Creativity prize in the Fimbacte competition for the play “Watch Out! Work in Progress”.

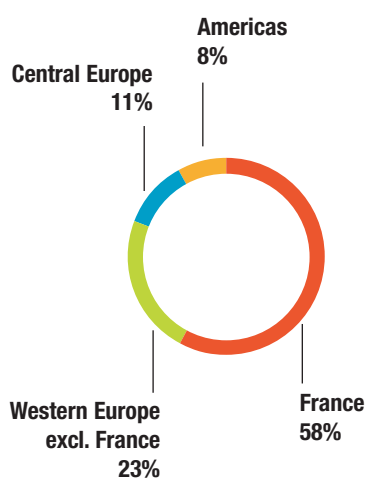
**OCTOBER - NOVEMBER** > Eurovia lays the first NOxer® pollution reducing pavements in Dinan in western France and Montlouis-sur-Loire in central France.

**NOVEMBER** > Eurovia receives first prize for the best and most innovative product in terms of air quality category in the Oxygen Awards, which recognise practical solutions to air quality problems, for NOxer®.

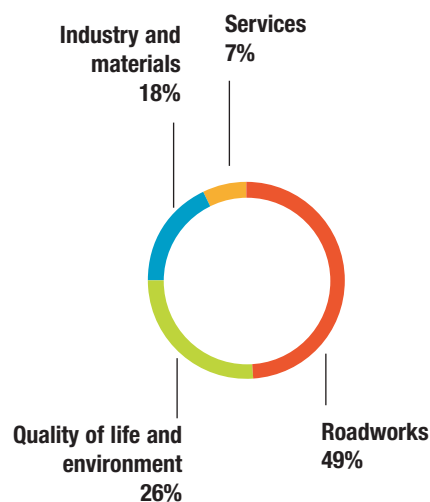
**DECEMBER** > Eurovia establishes a foothold on the Rumanian market by acquiring the Viarom Construct company.

# 4 KEY FIGURES

## Revenue by geographical area

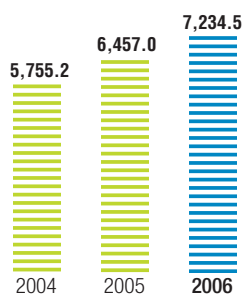


## Revenue by business line

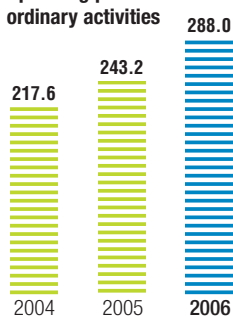


In € millions

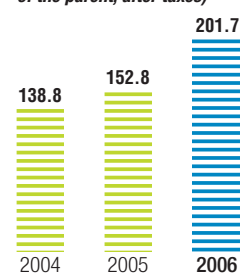
### Revenue



### Operating profit from ordinary activities



### Net profit (attributable to equity holders of the parent, after taxes)

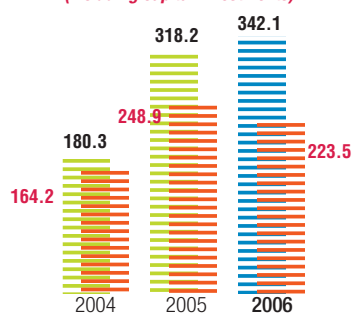


+12.0% and +10.9% at constant scope and exchange rates

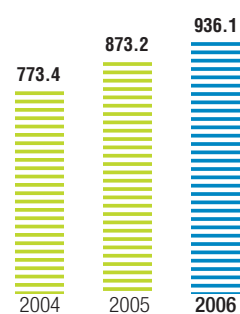
### Cash flow from operations



### Investments (including capital investments)



### Shareholder's equity



## FINANCIAL NOTES

Eurovia grew strongly again in 2006, with revenue increasing 12% (10.9% on a constant consolidation and exchange rate basis). The company recorded an even higher increase in operating profit from ordinary activities (+18.4%), which represents 4% of revenue.



### France

(€4,218 million)

In 2006, Eurovia confirmed the quality of its roots in its longstanding market, where the business climate was excellent. Revenue in France grew 15.7% (versus 11% in 2005). Almost half this growth, however, was attributed to higher costs of petroleum products and transport. Despite pressure on prices, operating profit was maintained at the high level of 5.5%. Eurovia's business in France combines a broad base of numerous recurring local contracts - about 25,000 in 2006 - and participation in major transport infrastructure and urban development projects. Eurovia confirmed its leadership position in light rail systems, working on the vast majority of projects under way in France in 2006. The company's ability to execute and coordinate all operations associated with urban development, backed by experience acquired on a large number of projects, enables it to capture a major share of this growing market. Eurovia's acknowledged expertise is evident in a large number of projects designed to refurbish or develop prestigious sites and build or renovate major motorway infrastructure and airport facilities, in the use of high environmental performance processes. In addition, Eurovia continued its acquisitions policy aimed at optimising coverage of its markets and strengthening its materials production capacity.

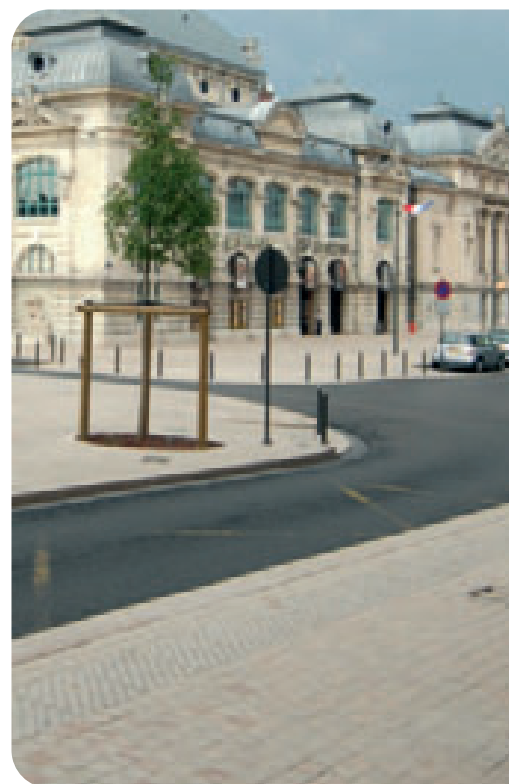


### Western Europe

(€1,648 million)

**In Germany**, for the second consecutive year, Eurovia GmbH recorded increased revenue (+7.4% on an equivalent consolidation scope basis) and maintained its level of profit despite constant market pressures. Ramping up the deployment of its industrial strategy, Eurovia acquired Sutter, a company with 250 employees and revenue of €20 million. Sutter operates Oberottendorf, a substantial quarry located in the south of the country, which will now supply Eurovia's coating plants in Germany, the Czech Republic and Poland. Apart from its vast resources, the quarry has a railway branch line, enabling two-thirds of materials produced to be transported out by train. A materials processing and trading centre will be set up at this site. Also in 2006, Eurovia sold its non-strategic holding of 50% in Stratebau, a Bavarian company.

**In the United Kingdom**, Ringway operates mainly within the framework of medium and long-term contracts (between three and twelve years), each representing an average annual revenue of €15 million. The company re-tendered and won several major contracts, which enabled it to maintain a high level of business activity. The recent acquisition of TE Beach also helped consolidate Ringway's position in the London road construction market. The completion **in Spain** of major projects such as the Madrid ring road and a motorway in Andalusia improved revenue slightly. The continued strict application of selective order taking, combined with tightened management, generated a significant improvement in profit. Last but not least, **in Belgium**, business grew by over 33% and generated a very satisfactory





level of profit. Continuing its strategy of expansion in the European materials market, Eurovia acquired Carrières unies de porphyre, a quarry with annual production of 1.9 million tonnes. The quarry's output will be used to supply Eurovia contracts and markets in Benelux and northern France. By applying this same strategy this led to a heightened activity at the materials storage, transformation and trading facility created in the port of Antwerp in Belgium in 2005. Some 350,000 tonnes of materials were processed at the facility, with further potential to handle one million tonnes, in 2006.



## Central and Eastern Europe (€800 million)

Eurovia's subsidiaries in Central and Eastern Europe confirmed their vitality by generating about €800 million in revenue, representing an overall increase of over 10%. Revenue from this region now accounts for more than a quarter of Eurovia's international business and 11% of its

total business. In parallel, operating profit from ordinary activity achieved a similar level to that in France. These excellent results endorse the company's strategy of targeting growth in concentrated areas to acquire significant positions by taking advantage of two sales levers: roadworks and materials production. As part of this strategy, a support services division for all operations in the area was created in Prague in 2006.

Revenue **in the Czech Republic** is almost the same as that generated in Germany.

SSZ increased its holding in the Jakubcovice hard rock quarry in Moravia from 51% to 100%. The quarry, which produces 1.2 million tonnes of materials a year, helps to guarantee supplies for SSZ in a business context where major infrastructure projects are being developed not only in the company's domestic market but across the entire region.

Eurovia's subsidiaries in Central Europe are participating in some of the biggest motorway projects currently under way in Europe.

Lastly, to complement its network of operations in the Czech Republic, Slovakia, Poland, Lithuania and Albania, Eurovia entered the Romanian market in 2007 by acquiring Viarom Construct, a company generating revenue of €13.5 million.





## ▼ Americas (€569 million)

**In the United States**, with operations in Florida through Hubbard and North and South Carolina through Blythe, Eurovia continued to diversify towards a broader base of contracts and the private sector. In addition, the company applied stricter selection criteria to major contracts. This strategy generated a significant increase in both revenue (16.7% on equivalent exchange rates) and profit. The acquisition at the end of 2005 of two coating plants in North Carolina, with a total capacity of 600,000 tonnes a year, strengthened Blythe's industrial capacity.

**In Canada**, DJL recorded strong growth in both revenue and profit. This was attributable both to the quality of the company's footprint in the improving Quebec market and the acquisition of Continental's assets. This transaction strengthened DJL's industrial production capacity considerably (two coating plants, a crushing plant, and a dozen stone and sand quarries representing 45 million tonnes of reserves). As a result, DJL was able to extend its business into Mauricie, an area near Quebec. Eurovia posted an excellent performance **in Chile**, combining a good level of revenue and a very high level of profit.

## ▼ Outlook

Eurovia's order book increased 7% over the 12-month period to reach €4.6 billion at the end of 2006. A further improvement in its performance is therefore envisaged in 2007. In addition, the markets in which the company operates are set to be driven for the long term by significant needs for transport infrastructure growth and renovation - roads, motorways, railways, urban rapid transit systems, airports - and urban development.

### **Substantial investment in motorway renovation**

This outlook is borne out by major renovation programmes of first generation motorways in Western Europe (France, Germany and Spain) - launched under PPP arrangements - and by projects of a similar scale for the construction of new motorway corridors in countries that recently joined the European Union. Eurovia should benefit from the expected growth of these markets by taking full advantage of its roots in each market, its materials production capacity and its skills and network synergies with other VINCI divisions.

### **Continued expansion in all of Eurovia's business lines**

Against this backdrop, Eurovia will continue to apply its strategy of expanding all of its business lines. In roadworks, the fit between major infrastructure programmes and a very large number of local projects will promote optimal market coverage while reducing exposure to risks. In materials production, Eurovia will continue to acquire quarries, storage and transformation facilities and production plants in Europe and North America with the dual goal of having guaranteed supplies for its contracts and developing its trading business for third parties. The company will also pursue growth in buoyant markets related to the quality of life (development and enhancement of urban spaces) and the environment (deconstruction, landfills, etc.). Lastly, the growing demand for road maintenance, in particular in the form of multi-year contracts, will boost Eurovia's revenue from services. This strategy will be applied to all markets where Eurovia has a significant position, namely Western Europe, Central Europe, Eastern Europe and North America.



# 8

## EUROVIA'S ENVIRONMENT POLICY

From improvement programmes aimed at limiting impact on the environment to research and development of new products and processes, Eurovia makes protecting the environment a priority.

### Designing and developing techniques, providing services that constantly improve environmental protection.

"Innovation in environmental protection underpins the company's research and development programme. Materials recovery and recycling are at the heart of the solutions Eurovia devises for the future. Eurovia strives to steadily develop techniques that protect the environment on the ground."

### Controlling the impact of our business activities on the environment.

"In its industrial facilities and on its worksites, Eurovia upgrades its working methods to comply with changing regulations. Beyond that, Eurovia sets up environmental management programmes to guide operators in improving their performance. As part of this endeavour, Eurovia avails itself of the full range of resources needed to reduce the environmental impact of its activities and to protect the natural environment."

- To reduce energy consumption and limit greenhouse gas emissions, Eurovia has developed innovative products that reduce production temperatures, such as warm mix with aspha-min®, Ecolvia® cold mixes, the Recycloviva® cold recycling technique, etc.

▼  
**75%** of the R&D budget is devoted to the environment.

▼  
With 135 recycling facilities worldwide, Eurovia, a major player in materials recovery and recycling, develops the recycled aggregates sector, which will be playing an increasingly important role as time goes on. When materials such as worksite rubble, slag, bottom ash and schist are treated and re-used, landfill disposal and the exploitation of natural resources can be cut back. By installing its recycling centres close to its worksites, Eurovia also limits raw material transport.

▼  
**7** million tonnes of materials were recycled or re-used in 2006.

▼  
Eurovia produces **3 times** more recycled and re-used materials than the French average.



- Eurovia has undertaken a programme aimed at organising logistics so as to meet both economic and environmental goals by using several transport modes. Materials are shipped by road, which accounts for the largest share of Eurovia's logistics operations, as well as by inland waterway, sea and rail. To optimise transport, vehicle routes are streamlined and the company stresses two-way freight flows.

- On the strength of its experience in rehabilitating quarries, Eurovia provides solutions to re-create a natural environment and foster development of flora and fauna. During impact studies, operation and during rehabilitation, the Eurovia quarry network, which is headed by environment officers, sets up partnerships with environmental associations so as to pool the expertise and skills of each party.

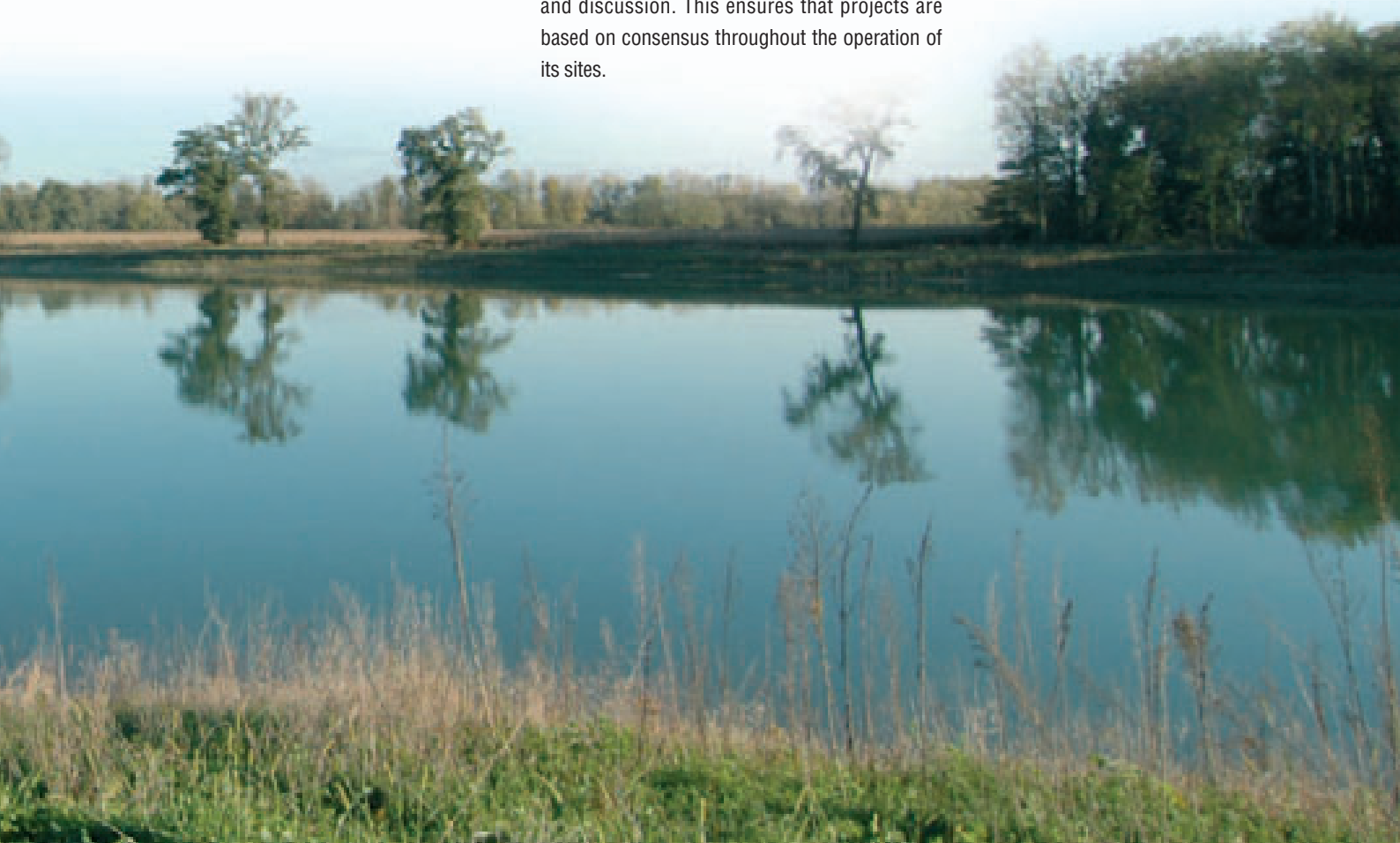
### Promoting environmental value.

“Believing as it does, that for a programme to succeed, everyone must get behind it, Eurovia promotes its programmes in-house. To do so it uses awareness-raising campaigns and is progressively including environmental values in its training courses.

To take the expectations of civil society on board, Eurovia promotes consultations and communication on its environmental solutions.

Eurovia operates according to sustainable development principles and it intends to increase its involvement in the debate by providing increasingly innovative solutions.”

- To better publicise its activities, Eurovia presents and explains its business lines to the stakeholders involved in its projects. This results in the establishment of local consultation and monitoring commissions that bring together all the parties concerned (local authorities, local residents, civic organisations, administration, etc.), for information and discussion. This ensures that projects are based on consensus throughout the operation of its sites.



# 10 ACCIDENT PREVENTION - SAFETY



## ***“Watch Out! Work in Progress”***

Eurovia inaugurated an unusual safety awareness campaign with the play “Watch Out! Work in Progress”. It was written by a former Eurovia works engineer and is based on actual facts. It depicts potentially dangerous situations that can, if not brought under control, result in an accident. “Watch Out! Work in Progress” toured France and was performed 70 times to audiences, made up of Eurovia employees, totalling 20,000 people. The performances were followed by a debate among employees, division managers and quality-safety-environment officers. The innovative campaign was designed to boost awareness of day-to-day risks and thus to bring about changes in individual and group behaviour.

In pursuit of its goal of “zero accident” for every employee, Eurovia engages in debate and dialogue on the ground in order so as to adapt its methods and tools to the specific problems encountered on the company’s worksites and production plants. Every business line, risk and workplace are analysed in order to provide each person with the right message, training and advice.

In 2006, 160,000 hours of training were devoted to accident prevention worldwide. The training aims to raise awareness among all persons potentially exposed to occupational risks, and to given them ways to identify and eliminate such risks.

Above and beyond this endeavour, a number of innovative teaching materials have been introduced over the last few years:

- Vigiroute®, deployed in 2002, is a traffic accident prevention plan that has reduced the number of accidents involving Eurovia employees and resulted in a reduction of injuries and damage of 30%;

▼  
In 3 years, the occupational accident frequency rate was **reduced by 29%** and the severity rate by **34%**.

▼  
In 2006, **36%** of divisions achieved the “zero accident” objective and **6,322** employees won the Eurovia safety challenge.



In 2006, Eurovia signed the European “25,000 Lives to Save” road safety charter, in which it undertook to deploy Vigiroute® in all its European Union subsidiaries and to reinforce its prevention plan by taking action on specific issues, especially utility vehicles.

- the new employee induction procedure (see box), introduced in 2003, and since supplemented by an induction for each specific job (quarry worker, deconstruction worker, etc.);

- the “Traffic Man” procedure deployed in 2005 to guide truck drivers operating on worksites.

Moreover, dangerous situations and severe accidents are reported in an accident-prevention-safety news bulletin that is posted in all divisions to keep all employees informed. Such reports can be used during the 15-minute safety sessions organised by each operating team on worksites and industrial sites.

A network of quality-safety-environment officers and accident prevention correspondents implement the Eurovia accident prevention plans on the ground. Last but not least, the accident-prevention-safety schedule circulates a monthly message about a risk identified at a workplace.

## Induction of new employees

Based on the fact that employees suffer more frequent accidents during their first year with the company, Eurovia has set up a three-stage induction procedure called “The First Day”. Before gaining access to the worksite, every new employee watches a film that presents the general risks to which he or she will be exposed and receives advice from the person in charge of his or her induction. The new employee’s knowledge is then tested in a safety test in which he or she must get a grade of 25/30 in order to begin work. The employee then receives a set of teaching tools including a safety booklet, accident prevention fact sheets, the Vigiroute® driver guide and a reminder for truck drivers operating on worksites. At the end of 2005, 18,000 safety tests had been given to new and existing employees, who take the test to assess their strengths and weaknesses. Three years after the procedure was first introduced, there are four times fewer accidents among new employees (employees with less than one year’s seniority).





# 12 MANAGEMENT



## The Vocational Qualification Certificate: recognition and advancement

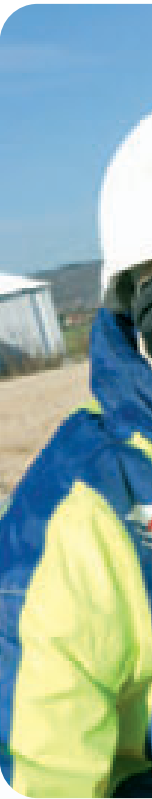
VQC Vocational Qualification Certificates are designed to certify vocational skills. They enable workers to gain recognition of their experience and to advance more easily. In the industry there are two VQCs: urban street and utility network construction and road surfacing application (with two options: surface dressings and asphalt mixes).

## Hiring

8,326 people joined the company in 2006. Eurovia now recruits through a variety of systems - from meetings at 100 school forums and job fairs to 900 internships in the field 80% of which result in an employment contract. Hiring is also based on longer-term programmes that combine training and gradual induction: for example the Passport to Employment programme introduced in 2006, helped Eurovia recruit 25 people.

## Training

671,524 hours of training were conducted world-wide for company employees in the course of the year. 30% of this training was devoted technical issues and 24% to health and safety. In 2006, the new GIRF training centre for management staff in Mérignac, which was founded in 2005, had got up to speed. It has already hosted over 1,300 trainees, coming from all the countries in which Eurovia





## Mobility

operates, who take the sessions designed for supervisory staff and foremen. Young engineers hired by Eurovia take their training in this skills centre, which is located just next door to the research centre, over their three-year induction period. The GIRF technical training centre in Gevrey-Chambertin has meanwhile welcomed 550 skilled and unskilled workers at 60 training courses given by in-house and outside instructors. 15 of them received the Level 5 roadworks mason certificate (equivalent to the French CAP vocational certificate).

As a company with diverse business lines operating in 16 countries, Eurovia fosters international and professional mobility among its employees in order to enhance each person's know-how and experience. Under this policy, introduced in 2004, 60 international managers are pursuing their careers outside their country of origin and 20 trainees are discovering new and different working environments. This mobility is giving rise to a genuinely international and multidisciplinary corporate culture.

### EUROVIA FOUNDATION

The Eurovia Foundation, set up in 1994, has awarded a total of 1,365 scholarships to enable the children of the company's workers to start or continue higher education.

In 2006, the Foundation's activities were broadened to include education scholarships for orphans of Eurovia employees to enable them to continue their studies.

▼  
Number of people  
joining the company in 2006 > **8,326**

▼  
Hours of training taken by  
company employees in 2006 > **671,524**



# 14

ROADWORKS

INDUSTRIES AND MATERIALS

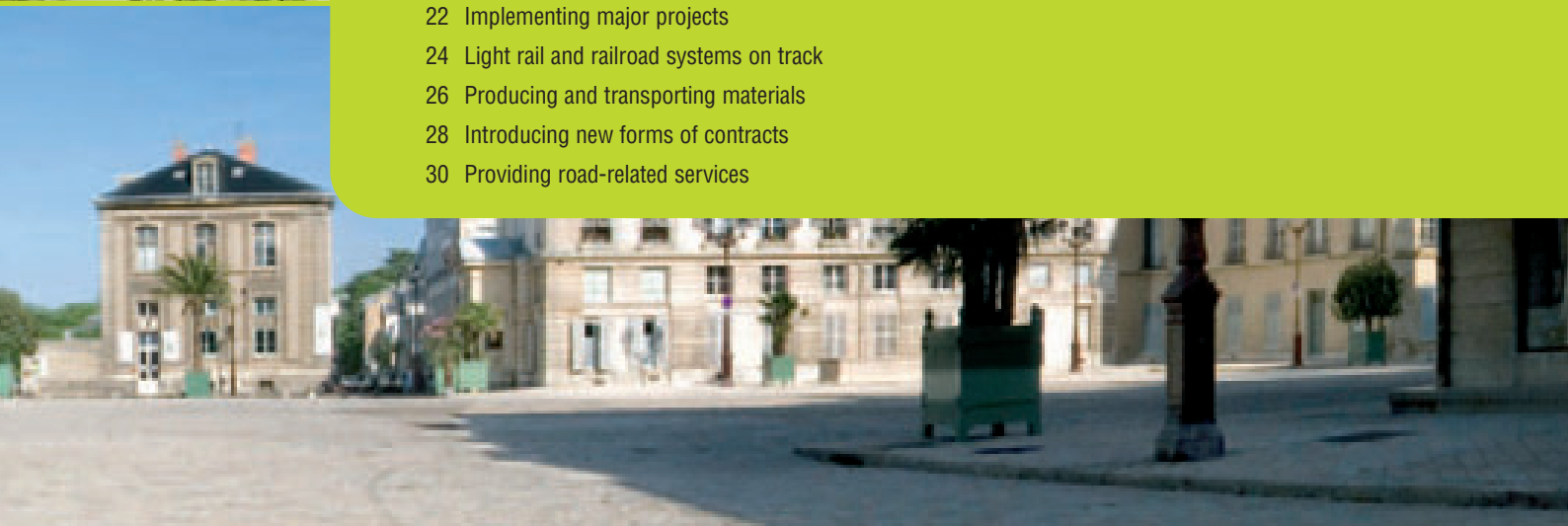
QUALITY OF LIFE AND ENVIRONMENT

SERVICES



## 2006 Projects

- 16 Research and innovation
- 18 Promoting major innovations
- 20 Enhancing activities and sites
- 22 Implementing major projects
- 24 Light rail and railroad systems on track
- 26 Producing and transporting materials
- 28 Introducing new forms of contracts
- 30 Providing road-related services



## RESEARCH AND INNOVATION



### Highlights

At its research centre in Mérignac near Bordeaux, Eurovia develops a steady stream of new road applications which help to make the road infrastructure safer and protect the environment.

In 2006, Eurovia research ingenieers developed a new use for the NOxer® process, building the first pollution-reducing road in France. The environment accounts for 75% of the research budget and is a major development thrust at Eurovia. The development of warm mixes, the use of bottom ash as a road construction material and high-percentage asphalt mix recycling are just some of the topics for which experiments are being conducted at the Eurovia research centre with the goal of limiting the consumption of non-renewable natural materials in the road construction industry. In its endeavour to be increasingly attentive to its impact on the immediate environment of its projects, Eurovia has developed a process for treating odours and fumes from its production plants. This cold plasma process was installed in one of the company's largest binder plants near Périgueux in 2006.



Above and beyond its Mérignac research centre, Eurovia has six regional laboratories in France – Bouc (northern France), Mérignac (south-western France), Woippy (eastern France) – and six laboratories



► Photo: In October 2006, Eurovia laid France's first pollution-reducing NOxer® pavement in Dinan (northwestern France).

# 17

## FOCUS

### Jacques Amouroux

*Professor and Director of the plasma processes and surface treatment engineering laboratory at Pierre and Marie Curie Paris VI University – Ecole Nationale Supérieure de Chimie de Paris (ENSCP).*

"In 2002, the University of Saint Petersburg and the ENSCP suggested that they work with Michel Mazé, Director of the Eurovia research centre, on a dielectric barrier discharge fume condensation system. This forward-looking research generated clear results in March 2004, in the form of a 700 cu. metre/hour treatment unit, for which Eurovia filed a patent in December 2004. Since then, international patents, industrial development, efficient exchanges and the design of an innovative tool have bolstered this development and a plasma fume treatment process has been installed in the Eurovia binder plant in Périgueux; it has a production capacity of 2,000 cu. metres per hour. The experience in university industry co-operation, with research workers determined to succeed, and with Eurovia providing a welcoming working environment based on trust, has demonstrated that creativity requires sharing of disciplines, speciality knowledge, and thought processes. Each partner must listen and make proposals to convince the other and be successful. The solution has got to be based on teamwork."

ROVIA

quipes

nt votre

de vie

42 90 48

INCI

Bel-Air (south-eastern France), Brétigny-sur-Orge (Paris region), Carquefou (north-western France), Loos outside France in Germany, Canada, Spain, the Czech Republic, the United Kingdom and Slovakia.

# PROMOTING MAJOR INNOVATIONS

## FOCUS

### Thierry Marquet

*Head of the highway department at the Allier DDE public works administration.*

"About ten years ago, the Department of the Allier introduced a pro-active safety policy for its transport infrastructure. To assist in this effort we needed to find a solution to stop the accidents created by vehicles skidding off dangerous curves. Viagrip®, a high skid resistance surface dressing that is applied to an existing asphalt mix proved to be the ideal solution. The Allier DDE public works administration progressively applied it to all the accident-prone zones in the Allier department, refurbishing the pavement with asphalt mix and then applying Viagrip® the following year. It is now acknowledged that Viagrip® has proved an effective surfacing, by contract authorities and users alike. In the areas where Viagrip® has been laid there have not been any incidents which resulted in cars skidding off the road. It has thus been 100% effective. Viagrip® significantly increases infrastructure safety and helps to reduce the number of road accident victims."



The six flagship products in figures: 200,000 tonnes of warm mix with aspha-min® laid in 2006, Viagrip®, 190,000 sq. metres of Agrévia® and three new Recycan® machines.

► Photo: Viagrip®, a high skid resistance surfacing that reduces braking distances, is also used for decorative and road marking purposes. It is shown here in a glistening version, where it marks the edges of the Bondy light rail system in the Paris area.



## Highlights

In 2006, Eurovia launched a product promotion campaign to promote six products and processes from its innovation development plan, focused primarily on sustainable development. Eurovia is determined to play a leading role in meeting this issue head-on by applying its innovative and technically sophisticated solutions as broadly as possible. It will be leading the effort in road safety, remediation, in-situ recycling and lowering of asphalt mix production and laying temperatures. For example, high skid resistant Viagrip® mix cuts braking distance in half. Agrévia® combines aesthetics and safety by adding natural colour to the road. The NOxer® pollution reducing process can now be added to noise barriers and pavements to reduce pollution peaks caused by nitrogen oxides from road traffic. Recyclovía® is a unique process for cold in-situ recycling of roads that uses a specially designed machine. Recycan®, a trench backfill material that requires no added raw materials, reduces worksite truck traffic by 70%. Last but not least, warm mix with aspha-min®, used around the world, limits greenhouse gas emissions and saves energy.



# ENHANCING ACTIVITIES AND SITES



## Highlights

As a contributor to regional and urban development, Eurovia has taken part in a large number of urban and industrial projects, such as the refurbishment of the boulevards in Valence and the earthworks, utility networks and roads at the Aube logistics hub in Troyes and the Edouard Herriot port in Lyons. Everywhere its teams have used their know-how to renovate historic monuments. A number of historic squares and emblematic sites have been restored to their original glory - the Royal Courtyard at the Château de Versailles, the medieval streets surrounding the Château des Ducs de Bretagne in Nantes, the area around the arena in Nîmes and the Place Charles de Gaulle in Paris, where Eurovia is now working for the third consecutive year. In Prague, SSZ teams refurbished the Rasin Embankment along the Vltava under the auspices of the city's Institute for the Preservation of Historic Landmarks. The company also maintains the natural environment, for example taking part in the work to protect the cliffs along the Basque coast in Biarritz and building roads as part of Mont Saint Michel restoration project.



Center Parc (northern France), Centre Pierre et Vacances (south-central France), Reims cathedral Saint Jean de Malte square in Aix en Provence (southern France), courtyard and entrance at the



► Photo: re-development of the surroundings of Neumarkt square, in front of the Frauenkirche in the historic centre of Dresden, Germany.

SSZ  
FOCUS

## Jana Ruzickova

*Head of the National Institute for the Preservation of Historic Landmarks in Prague from 1992 to 2007.*

“Our cooperation with SSZ, Eurovia’s Czech subsidiary, goes back to 1995. The company carried out the four renovation projects on the Rasin Embankment in Prague. Cobblestone layers, blacksmiths and stonecutters are just some of the traditional crafts that are needed to renovate historic monuments and that SSZ continues to employ. Every effort was made to preserve the original foundations and techniques: the cobblestones were laid the same way, the granite and sandstone slabs for the retaining wall were cut by hand. The quality of the work done was high and in addition, we had a very good working relationship. The deadlines were met and SSZ always responded to the specific requirements and requests that are inherent in projects like these. Moreover, during the Rasin Embankment renovation work the company unexpectedly brought up fragments of statues and objects, such as firearms from the Second World War and gas lamps, from the bottom of the Vltava. These objects are now on display at the city museum.”

square (northern France), Bioscope park (eastern France), Tulle cathedral square (central France), Château d’Ampuis (eastern France), seafront in Fort de France (Martinique), etc.

# IMPLEMENTING MAJOR PROJECTS



## Highlights

Eurovia builds roads and transport infrastructure, often taking on very large projects that require both technically sophisticated skills and outstanding operational and logistical control. This year, its teams worked on some ten motorways in France (A4, A6, A7, A9, A10, A31, A43, A64, A75), among other things widening the A42 in eastern France to three lanes. In the Czech Republic, Eurovia's subsidiary SSZ handed over a 12 km section of the D8 motorway between Prague and Dresden, Germany. SSZ is also working alongside Eurovia's Slovakian subsidiary Eurovia Cesty on the pan-European highway that

crosses Slovakia east to west (D1). In Canada, the company widened the A55 motorway between Richmond and Avenir, near Drummondville. It also carried out a number of airport renovation, construction and runway extension projects in 2006. In the northern French city of Méaulte, the company built an airfield to serve wide-bodied aircraft and a runway for a flying club. The teams also renovated the runways at the Tarbes and Marseille-Provence airports and built the Delta parking area at Saint-Exupéry airport in Lyons and the main services for Terminal 3 of the Toulouse-Blagnac airport.



Modernisation of the Karlovy-Vary airport (Czech Republic), Bocognano bypass (Corsica), Mougou motorway in Moravia, 7.5 km of the R6 expressway in western Bohemia (Czech Republic), widening

## FOCUS

## Ben Dreiling

*Director of Construction at the Orlando-Orange County Expressway authority.*

In Florida, the Highway 408 expressway project is the largest construction project carried out to date by the Orange County Expressway Authority and it is being built by Hubbard, Eurovia's U.S. subsidiary.

"The problems encountered on this project were the following: traffic was very heavy on this section and we had to ensure the safety of the construction crew and the users, meet the expectations of customers, continue to collect toll fees and manage a very lengthy project with several different, highly complex phases. The main advantage that we derive from working with a contractor like Hubbard is the quality of its work and the know-how of its staff, with whom we had the pleasure of working on a common goal. Quality, safety, integrity and customer service are the main priorities at Hubbard and form part of its values. The company's faultless commitment to meeting these goals while complying with its values substantially simplifies the task when we have to address the problems that invariably occur on every project."



## Highlights

As a developer of urban rapid transit systems such as light rail, rubber-tired tram and bus lane systems, Eurovia offers expertise ranging from design-build (Clermont-Ferrand) to urban works, infrastructure construction and structural foundations. The company also lays track, thanks to the expertise of its Czech subsidiary SSZ, the leader in track laying in Eastern Europe. In 2006, Eurovia worked on more than twenty rapid transit system projects in France,

including the Grenoble light rail (Line C), Clermont-Ferrand and Lyons (Léa) light rail systems that were commissioned during the year. In the Czech Republic, SSZ has been continuously involved in construction and renovation of the city's light rail system since 1952, as well as in building a number of railways, including the line that connects Prague with Austria. Since 2005, Eurovia teams have also been modernising the Corsican railway system.

# LIGHT RAIL AND RAILROAD SYSTEMS ON TRACK



Urban rapid transit projects in 2006: Bordeaux, Clermont Ferrand, Douai, Greoble, Le Mans, Lille, Saint Etienne, Strasbourg, Toulouse, Trans Val de Marne, Valenciennes, etc.



## FOCUS

### Louis Virgoulay

*Vice-Chairman of the Clermont Ferrand SMTC.*

“The SMTC urban rapid transit authority and Eurovia have worked together for over 20 years, especially on the standing order contract signed by the city of Clermont-Ferrand. Eurovia teams successfully built Léo 2000, a 2 km experimental light rail system section, so we had full confidence in them when we launched the city’s flagship design-build project - the first two-directional rubber-tyred tram system guided by a 14 km central rail. Apart from reliability of work and compliance with deadlines, which were essential, I appreciated the quality of my discussions with the Eurovia teams, which were based on dialogue and trust and enabled us to successfully complete this major project. I have been involved with urban rapid transit in Clermont-Ferrand for 25 years and I am convinced that the good working relationship between the city authorities and the contractors is crucial to the success of our projects.”

# PRODUCING AND TRANSPORTING MATERIALS



## Highlights

The production of road materials is an integrated part of our business at Eurovia, enabling the company to have an independent source of supplies for its worksites, with more than 30 years' worth of reserves. Eurovia is the leader in the sector in France and has locations throughout the country. Meanwhile, it is stepping up this business activity outside France. In February, it bought the Canadian Constructions et Pavages Continental Inc. company in Mauricie, a materials production complex with 45 million tonnes of reserves. In September the company consolidated its industrial positions in Europe in terms of both production and transport through a number of acquisitions. The first was Sutter in Germany, a company whose major asset is the Oberottendorf quarry which produces 1.5 million tonnes of materials every year. Eurovia then took control of the Carrières unies de porphyre (CUP) company in Belgium, which operates two quarries, in Bierghes-Rebecq and Lessines respectively, which supply the Benelux and French worksites and produce 1.9 million tonnes annually.



Eurovia has over 210 quarries worldwide as well as 135 materials recovery and recycling facilities.

► Photo: AST storage, transformation and trading facility in Antwerp, Belgium, for materials brought from Scotland and Norway.

27

## FOCUS

### Louis Natter

*Head of the Environment Charter of the UNICEM quarry industries.*

“Two things set Eurovia apart on the materials production market. First, the company’s recycling activity accounts for 14% of its total production, whereas recycled materials account for only 4% of the French materials market. Second, it uses a substantially larger proportion of igneous solid rock - 36% - than the French industry as a whole - 29%. Eurovia’s commitment to the UNICEM Environment Charter is being implemented on the ground. To be sustainable and effective it must be implemented at all levels, from the top management of the company to the local decision makers. On the sites, employee involvement ensures that environmental and societal best practices are implemented. Meanwhile, regular awareness raising of all employees, combined with training activities, are crucial to continuous improvement at all quarries and recycling facilities. Protecting the environment is first and foremost a mindset and a mindset can only be acquired and become second nature if it is given impetus through strong and ambitious policy. Eurovia is doing that in a big way.”



28

# INTRODUCING NEW FORMS OF CONTRACTS





## Highlights

To accommodate changing French and international markets, Eurovia implements new solutions. For example, with the new public private partnership (PPP) type contracts, which are tantamount to long-term partnerships, Eurovia provides a global offering that includes design, construction, maintenance and even operation of infrastructure. In Slovakia, starting in 2005, PPPs were used by the city of Kosice to build and renovate five times more kilometres of roads. This type of contract aims to streamline works and costs while supporting the client beyond infrastructure construction. In France, Eurovia was entrusted with the repair, maintenance, renovation and extension of the roads in the business parks of the communauté de communes de l'Est tourangeau urban community under a six-year contract awarded after a competitive dialogue. During this unusual procedure, Eurovia proposed a customised and innovative offering to the client. These emerging contracts herald new relationships with public-sector clients in a long-term win-win road partnership concept.

## FOCUS

### Jean-Jacques Filleul

*Chairman of the Communauté de Communes de l'Est Tourangeau and Mayor of Montlouis sur Loire.*

“One of our main goals is to achieve economic development in our urban community. This requires that we rebuild our business parks in which companies can operate and that we also provide long-term maintenance. The competitive dialogue procedure enabled us to spell out and expand our brief as we talked with the companies we had short-listed. Eurovia’s offering was consistently good in all the criteria. It will enable us to develop the quality of our ten business parks and it made a contribution to our specifications. We will be working under a six-year contract, so that we can take a long-term approach. The company provides us with the know-how, innovation and sustainable development we need. The easy discussions between the urban community and Eurovia, the teamwork done by both parties, show how important it is to have a good relationship between public-sector clients and the private sector. The contract makes Eurovia a fully-fledged partner of the communauté de communes de l'Est tourangeau.”

# PROVIDING ROAD-RELATED SERVICES



## Highlights

Roads constitute infrastructure that must be made safe and comfortable for users. Eurovia therefore develops related services such as road maintenance, road marking, permanent and temporary road signs, winter maintenance, management and supervision. This complements the road construction business line and enables Eurovia to provide global offerings, supporting its clients from design through construction and offer long-term support in the form of routine repairs and emergency response. In 2006, Ringway, Eurovia's British subsidiary specialising in these types of services, signed or renewed seven long-term maintenance contracts throughout the United Kingdom. Those that cover the maintenance of the road network in north-eastern and south-eastern Scotland are five year contracts with possible two-year extensions. Another example of services based on local roots is the Eurovia entity in the United Kingdom that was selected to paint 1,525 police vehicles in several districts in the south-western part of the country.



Long-term maintenance contracts: Devon County, Kent County, Solihull Metropolitan Borough Council,

## FOCUS

## Graeme Hay

*Service Manager for the Wiltshire Highways road network management authority.*

The partnership between Eurovia's British subsidiary Ringway and Wiltshire in the south-western part of the country goes back nearly ten years. After winning a first limited-term contract in 1998 that covered maintenance of the Wiltshire road network, the company recently won a further five-year contract with a value of over £120 million.

"Our working relationship with Ringway enabled us to improve our network management and maintenance methods in the county, making them more efficient and adopting a focus on quality and on service to road users. We have made progress in many areas since the start of the contract - particularly in innovative techniques and equipment to ensure the efficiency and effectiveness of the Wiltshire Highways maintenance programme. This programme, called "Parish Stewards", has been a resounding success."



ADDRESSES

FRANCE

EUROVIA

18, place de l'Europe  
92565 Rueil-Malmaison cedex  
T/ +33 1 47 16 38 00  
F/ +33 1 47 16 38 01

EUROVIA PICARDIE

Boulevard Henri Barbusse  
BP 10064  
60777 Thourotte  
T/ +33 3 44 90 40 51  
F/ +33 3 44 90 40 50

EUROVIA NORD  
PAS-DE-CALAIS

4<sup>e</sup> avenue Port Fluvial  
BP 18  
59374 Loos cedex  
T/ +33 3 20 66 83 83  
F/ +33 3 20 66 83 84

EJL NORD

ZI de Douai Dorignies  
380, rue Jean Perrin  
BP 525  
59505 Douai cedex  
T/ +33 3 27 99 16 66  
F/ +33 3 27 99 16 67

EUROVIA ILE-DE-FRANCE

Rue Louis Lormand - BP 536  
78320 Le Mesnil-Saint-Denis  
cedex  
T/ +33 1 30 13 85 00  
F/ +33 1 30 62 69 77

EJL ILE-DE-FRANCE

7, rue Gustave Eiffel - BP 82  
91351 Grigny cedex  
T/ +33 1 69 02 23 46  
F/ +33 1 69 25 92 09

EUROVIA FRANCILIENNE

Voie de Seine  
5, rue Paul Painlevée Prolongée  
BP 5  
94290 Villeneuve-le-Roi  
T/ +33 1 49 61 47 00  
F/ +33 1 49 61 35 51

EUROVIA HAUTE-NORMANDIE

6, rue du Champ des Bruyères  
BP 81  
76802 Saint-Etienne-du-  
Rouvray cedex  
T/ +33 2 32 91 70 71  
F/ +33 2 35 66 38 91

EUROVIA BASSE-NORMANDIE

Zone portuaire  
14550 Blainville-sur-Orne  
T/ +33 2 31 35 76 28  
F/ +33 2 31 72 54 42

EUROVIA PAYS-DE-LA-LOIRE

5 bis, rue de Bel Air  
44470 Carquefou  
T/ +33 2 51 85 27 01  
F/ +33 2 51 85 27 10

EUROVIA BRETAGNE

45, rue du Manoir de Servigné  
CS 34344  
35043 Rennes cedex  
T/ +33 2 99 14 04 24  
F/ +33 2 99 14 04 20

EUROVIA CENTRE-LOIRE

ZI n° 2 - Rue Joseph Cugnot  
BP 30106  
37301 Joué-les-Tours cedex  
T/ +33 2 47 78 15 30  
F/ +33 2 47 78 15 39

EUROVIA MIDI-PYRENEES

308, avenue des Etats-Unis  
31200 Toulouse  
T/ +33 5 62 72 72 73  
F/ +33 5 61 13 22 90

EUROVIA POITOU -  
CHARENTES - LIMOUSIN

BP 2044  
79011 Niort cedex 09  
T/ +33 5 49 25 99 00  
F/ +33 5 49 25 99 09

EUROVIA AQUITAINE

Domaine de Pelus  
Axis Business Park  
18, avenue de Pythagore  
Bât.E - BP 90353  
33694 Mérignac cedex  
T/ +33 5 57 92 89 40  
F/ +33 5 57 92 89 59

EUROVIA PACA

140, rue Georges Claude  
BP 57000  
13792 Aix-en-Provence  
cedex 3  
T/ +33 4 42 39 34 40  
F/ +33 4 42 60 08 64

EUROVIA LANGUEDOC-  
ROUSSILLON

ZAE La Biste-CS 2 Baillargues  
34748 Vendargues cedex  
T/ +33 4 67 91 26 26  
F/ +33 4 67 91 20 55

EJL MEDITERRANEE

Quartier La Salle  
13320 Bouc-Bel-Air  
T/ +33 4 42 22 30 42  
F/ +33 4 42 22 17 59

EUROVIA DROME -  
ARDECHE - LOIRE -  
AUVERGNE (DALA)

ZI Molina La Chazotte  
8, rue du Puits Lacroix  
42650 Saint-Jean Bonnefonds  
T/ +33 4 77 48 10 40  
F/ +33 4 77 48 16 01

EUROVIA RHONE-ALPES

63, rue André Bollier  
69361 Lyon cedex 07  
T/ +33 4 72 71 22 66  
F/ +33 4 72 72 03 80

EUROVIA CHAMPAGNE-ARDENNE

Rue Louis Freycinet - BP 6  
10121 Saint-André-les-Vergers  
cedex  
T/ +33 3 25 79 90 19  
F/ +33 3 25 78 07 37

EUROVIA ALSACE  
FRANCHE-COMTE

84, rue de l'Oberharth  
68027 Colmar  
T/ +33 3 89 22 38 22  
F/ +33 3 89 22 38 23

EUROVIA LORRAINE

Voie Romaine - BP 80740  
57147 Woippy cedex  
T/ +33 3 87 51 39 57  
F/ +33 3 87 51 10 20

EUROVIA BOURGOGNE

134, avenue de la Gare  
21220 Gevrey-Chambertin  
T/ +33 3 80 34 39 33  
F/ +33 3 80 34 01 25

EUROVIA

Filiales spécialisées

7, route Principale du Port  
92230 Gennevilliers  
T/ +33 1 41 47 37 77  
F/ +33 1 47 94 04 37

INTERNATIONAL

ALBANIA

ALBAVIA

Rruga Sulejman Delvina  
Ap. 19 Tirane  
T/ +355 4 226 207  
F/ +355 4 257 767

BELGIUM

EUROVIA BELGIQUE

Avenue Adolphe Wansart, 12  
1180 UCCLE  
T/ +32 2 370 64 50  
F/ +32 2 370 64 59

CANADA

CONSTRUCTION DJL inc.

1550, rue Ampère  
Bureau 200  
Boucherville Longueuil  
(Québec) J4B 7L4  
T/ +1 450 641 80 00  
F/ +1 450 655 12 01

CHILE

CONSTRUCTORA DE PAVIMENTOS  
ASFALTICOS BITUMIX Limitada

Los tres Antonios 3172  
Macul, Santiago  
T/ +56 2 680 30 00  
F/ +56 2 238 03 16

PROBISA CHILE

Cerro Sombrero n° 1010  
Maipú, Santiago  
T/ +56 2 538 59 00  
F/ +56 2 538 41 43

CZECH REPUBLIC

STAVBY SILNIC A ZELEZNIC (SSZ)

Národní Trída 10  
113 19 Praha 1  
T/ +420 2 24 95 20 21  
F/ +420 2 24 93 35 51

GERMANY

EUROVIA TEERBAU GmbH

Rheinbabenstr. 75  
D-46240 Bottrop  
T/ +49 2041 792-301  
F/ +49 2041 792-304

EUROVIA INDUSTRIE GmbH

Rheinbabenstr. 75  
D-46240 Bottrop  
T/ +49 2041 792-301  
F/ +49 2041 792-304

EUROVIA VERKEHRSBAU UNION  
GmbH

Franck-Zappa-Str. 11  
D-12681 Berlin  
T/ +49 30 54 684-201  
F/ +49 30 54 684-809

EUROVIA BETON GmbH

Caputher Chaussee 1 a  
D-14552 Michendorf  
T/ +49 33205 76-201  
F/ +49 33205 76-209

EUROVIA GESTEIN GmbH

Wilhelm-Rönsch.St.2  
D-0154 Radeberg  
T/ +49 3528 4824-0  
F/ +49 3528 4824-63

ITALY

BATEC

Strada Cipata, 118  
46038 Mantova  
T/ +39 0376 378 412  
F/ +39 0376 378 263

LITHUANIA

EUROVIA LIETUVA

Liepkaļnio 85  
2033 Vilnius  
T/ +370 5 21520 50  
F/ +370 5 21521 41

POLAND

EUROVIA POLSKA

Ul. Sosnowiecka 11  
41-400 Myslowice  
T/ +48 32 31 83 500  
F/ +48 32 31 83 501

RUMANIA

VIAROM CONSTRUCT

Str. Intrarea Glucozei 37-39  
Tronson 1, Parter  
Sector 2 - Bucuresti  
T/ +40 21 242 06 88  
F/ +40 21 242 06 90

SLOVAKIA

EUROVIA CESTY

Pri Trati 25 a  
821 06 Bratislava  
T/ +421 240 203 711  
F/ +421 245 525 210

SPAIN

PROBISA TECNOLOGÍA Y  
CONSTRUCCIÓN, S.A.

Calle Gobelás 25, 27  
Planta 3°  
28023 La Florida - Madrid  
T/ +34 91 708 29 54  
F/ +34 91 372 90 22

UNITED KINGDOM

RINGWAY GROUP Ltd

Albion House  
Springfield Road - Horsham  
West Sussex RH12 2RW  
T/ +44 1403 215 800  
F/ +44 1403 215 805

UNITED STATES

HUBBARD GROUP

1936 Lee Road, Winter Park,  
Floride 32789  
T/ +1 407 645 55 00  
F/ +1 407 623 39 85  
Adresse postale :  
PO BOX 547 217 - Orlando  
FL 32 854 (USA)

OVERSEAS FRANCE

CARAIB - MOTER

ZI de la Lézarde  
Voie N°2 - BP 435  
97292 Le Lamentin  
Cedex 02  
Martinique  
T/ +33 5 96 51 69 55  
F/ +33 5 96 51 53 74

JEAN LEFEBVRE PACIFIQUE

BP 320 - ZI de Ducos  
98845 Nouméa cedex  
Nouvelle-Calédonie  
T/ +687 24 28 20  
F/ +687 24 28 24

JEAN LEFEBVRE POLYNÉSIE

Zone industrielle de la Punaruu  
Bloc Socredo - P 380 622 -  
Tamanu  
Punaaui - Tahiti  
T/ +689 42 09 46  
F/ +689 41 07 72

**Design and layout:** Bureau de Création 01 41 27 93 60

**Photo credits:** Jean-Louis Aubert, Can Am Production, Bran Dressler, Cyrille Dupont, Axel Heise, Philippe Hirsche, Christophe Huret, Cécile Rogue, Jean-Marc Rohmer, Photothèque Eurovia.

## EUROVIA

18, place de l'Europe  
F - 92565 Rueil-Malmaison cedex  
T/ +33 1 47 16 38 00  
F/ +33 1 47 16 38 01

[www.eurovia.fr](http://www.eurovia.fr)  
[www.eurovia.com](http://www.eurovia.com)



A subsidiary of **VINCI** 