



Ympäristövaliokunta (INFRA ry)

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- Ottaa käsiteltäväkseen myös asfalttialan ympäristöasiat

Seurataan, vaikutetaan ja ohjeistetaan:

- Lainsäädännön muutokset ja –tulkinta
- Lupaprosessien kehitys
- Luonnonvarojen kestävä käyttö
- Maankäytön suunnittelu ja kaavoitus
- Ympäristö- ja luontoarvot yhteiskunnassa, sosiaalinen toimilupa
- Sidosryhmien kuuntelu ja yhteiset projektit
- Kierrätyksen edistäminen ja ylijäämämassojen hallinta
- Euroopasta tuleva lainsäädäntö
- Vastuullinen toiminta työmailla

1) IARC classification

Group 2 : Agents (products) are assigned on the basis of epidemiological and experimental evidence of carcinogenicity and mechanistic and other relevant data :

- either in **group 2-A** (**probably** carcinogenic to humans)
(*diesel engine exhaust gases,...*)
- or in **group 2-B** (**possibly** carcinogenic to humans)
(*electromagnetic waves, coffee, petrol engine exhaust gases...*)

IARC states that "*The terms **probably** carcinogenic and **possibly** carcinogenic have no quantitative significance and are used simply as descriptors of different levels of evidence of human carcinogenicity*".

2) The new IARC classification

The preceding IARC classification of bitumen dates back to 1987, (class 3) and "bitumen extracts" (class 2-B)

The new classification published on 18 October 2011 covers **occupational exposures** during application works :

- to **straight-run** bitumens and their emissions during road paving : **2-B**
- to **hard** bitumens and their emissions during mastic asphalt work : **2-B**
- to **oxidised bitumens** and their emissions during roofing : **2-A** (*these bitumens have a Penetration Index higher than 2. They should not be used in road paving operations or mastic asphalt work*).

2) The new IARC classification

Despite the large number of studies performed, IARC **cannot conclude** the existence of a probable (*class 2-A*) or proven (*class 1*) link between road uses of bitumen and cancer.

The new classification as 2-B concerns **occupational exposure** during road paving or mastic asphalt work.

It is an invitation to the scientific community and the Profession to **pursue research**, particularly in terms of mechanisms which may be taking place at the cell biology level.

4) Reminder about the risks associated with the bitumen uses for road paving or mastic asphalt work

- The main risk associated with the use of bitumen, road asphalt and mastic asphalt is **burning** through contact with the skin.
- Road paving and Mastic Asphalt applications can cause a certain amount of smoke - the quantity of which depends on the temperature - which can cause **respiratory irritation**. Smoke is almost non-existent when road paving is done below 130 °C, the maximum temperature for "Warm Mix Asphalt".