

First Announcement and Call for Participation
International Workshop on
Glass Fiber Reinforced Polymer Bar
18 July 2017, Delta Hotel, Sherbrooke, QC, CANADA

Organisers:

Chair: **Brahim Benmokrane**, Professor of Civil Engineering and Tier-1 Canada Research Chair, and NSERC/Industry Research Chair, University of Sherbrooke, QC, CANADA

Co-Chair: **Antonio Nanni**, Inaugural Senior Scholar Professor and Chair Dept. of Civil, Arch. & Environ. Engineering, University of Miami, FL, USA

Introduction:

The deterioration of concrete infrastructure owing to corrosion of reinforcement steel is one of the major challenges facing the construction industry today. Worldwide, governments and industrial firms are looking for infrastructure systems that are stronger, last longer, are more resistant to corrosion and cost less to build and maintain. Engineers all over the world are searching for new and affordable construction materials as well as innovative approaches and systems to solve problems. As a result, in the last decade, there has been a rapid increase in using **innovative noncorrosive glass fiber-reinforced polymers (GFRP)** reinforcing bars for concrete structures due to enhanced properties and cost-effectiveness. The GFRP bars have been used extensively in different applications such as bridges, parking garages, water tanks, tunnels and marine structures in which the corrosion of steel reinforcement has typically led to significant deterioration and rehabilitation needs. Many significant developments from the manufacturer, various researchers and Design Codes along with numerous successful installations have led to a much higher comfort level and exponential use with designers and owners. After years of investigation and implementations, public agencies and regulatory authorities in North America have now included GFRP as a **premium corrosion resistant reinforcing material** in their corrosion protection specifications. Currently, Canadian Highway Bridge Design Code and the AASHTO LRFD Bridge Design Specifications contain design provisions for the design of concrete bridge members reinforced with FRP bars. As a result, over 400 bridges across Canada and USA have been designed and constructed using GFRP bars.

The workshop will be **one day ONLY** on **18 July 2017** as a PRE-CDCC 2017 (19-21 July) international conference (www.civil.USherbrooke.ca/CDCC2017) which you are invited to attend too.

Objectives of the Workshop:

This workshop will provide a unique opportunity for end-users, contractors, consultants, engineers firms, GFRP bar manufacturers, and researchers to **exchange up-to-date knowledge** on the use of GFRP bars in concrete structures including **challenges and opportunities**. The workshop will consist of presentations by government authorities such as the Ministry of Transportation of Ontario, the Ministry of Transportation of Quebec, Florida Department of Transportation, and Texas Department of Transportation, consultants, GFRP manufacturers, researchers and open discussions.

Topics to be presented and discussed are:

1. End-User Perspective & Experience
2. Contractor Perspective & Experience
3. GFRP Bar Industry Overview & Future
4. Usage Expansion of GFRP bars
5. CSA, ACI, and AASHTO Codes, Standards, and Specifications Perspective
6. Ongoing technical issues/initiatives/gaps.

Call for Participation:

Structure owners, contractors, GFRP manufacturers, researchers/practitioners who would like to attend the Workshop should send a simple email to CDCC-2017@USherbrooke.ca or Brahim.Benmokrane@USherbrooke.ca to register their interest in attending the Workshop by **January 15, 2017**. The Workshop does not charge a registration fee, but this registration is necessary to guarantee a seat and for the proper planning of the Workshop.

Sponsors:

Natural Science and Engineering Research Council (NSERC) of Canada
Canada Research Chairs Program
University of Sherbrooke
University of Miami
SEACON (An Infravation Project)

