

DERBIGUM ON THE RIGHT TRACK

DERBIGUM : RELIABLE FOR DEMANDING PROJECTS

DERBIGUM : SUITABLE FOR

The enormity of the HST (high speed train) project means that more than ever being part of the demanding projects is reserved for "selected" operators and outstanding building materials.

The HST works between Brussels and the French border include a number of very large structures and represents a challenging undertaking, where the project manager left nothing to chance.

This meant that all subcontracting companies had to have a solid reputation with regards to quality and expertise. In the field of waterproofing DERBIGUM the well known bitumen-APP membrane could not fail to present.

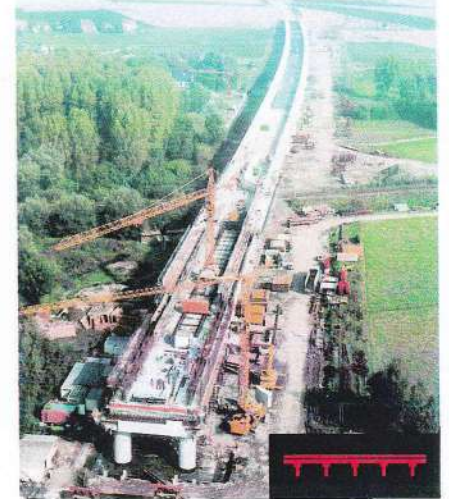
On site DERBIGUM was represented by IMPERBEL who have developed a genuine relationship of trust with the TUC-RAIL coordinating design office and the various general contractor. Every time a waterproofing problem arises, IMPERBEL steps in to find a solution together with all the involved partners.

If you happen to pass through Arbre, just south of the city of Ath, have a quick look at the largest railway viaduct in Europe.

DERBIGUM was involved ... But that goes without saying.



Viaduct over the Escaut river in Antoing



Arbre viaduct, DERBIGUM on the longest viaduct in Europe



Crossing bridge coded PS

Bridge over the HST track and the A8 motorway



New application technic tested in Arbre



ALL APPLICATIONS

DERBIGUM : RESISTANCE TO EXTREME STRESSES



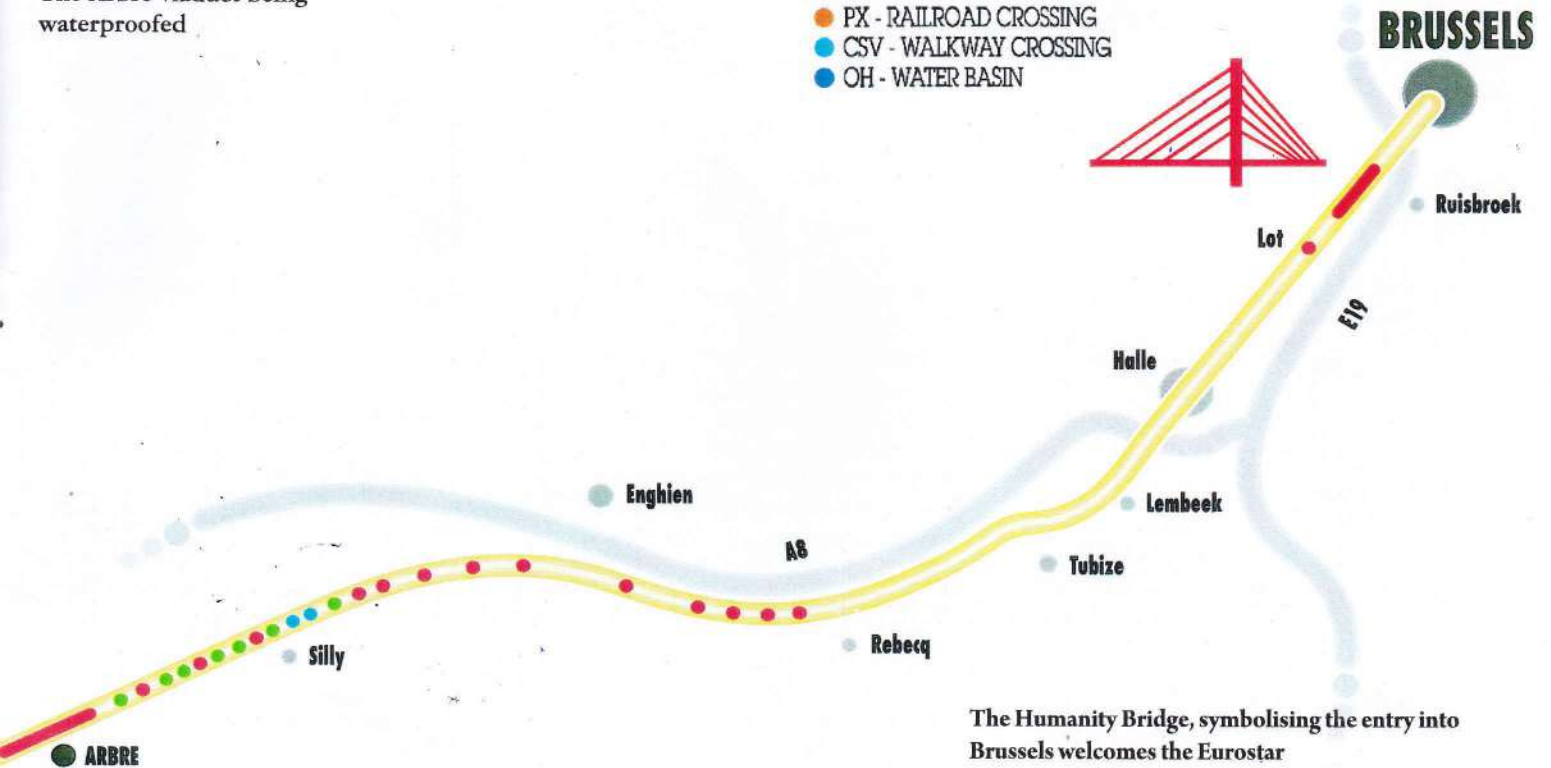
The Arbre viaduct being waterproofed

Project owner : S.N.C.B.
Design office : TUC-RAIL

More than 100.000 m² of DERBIGUM were applied on an impressive amount of bridges and tunnels along the HST track between the French border and Brussels.

Each project, according to the kind of work, received a code name.

- PI - LOWER CROSSING
- PS - UPPER CROSSING
- PX - RAILROAD CROSSING
- CSV - WALKWAY CROSSING
- OH - WATER BASIN



The Humanity Bridge, symbolising the entry into Brussels welcomes the Eurostar

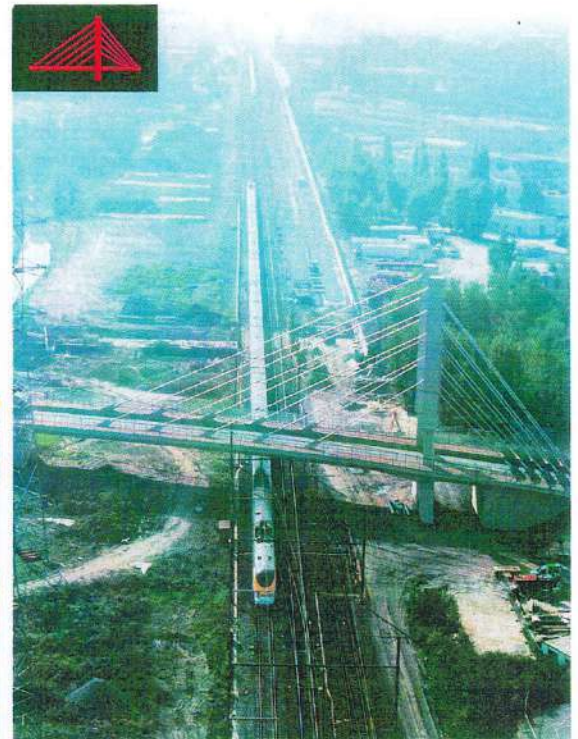


The complexity of the PX 112 job site

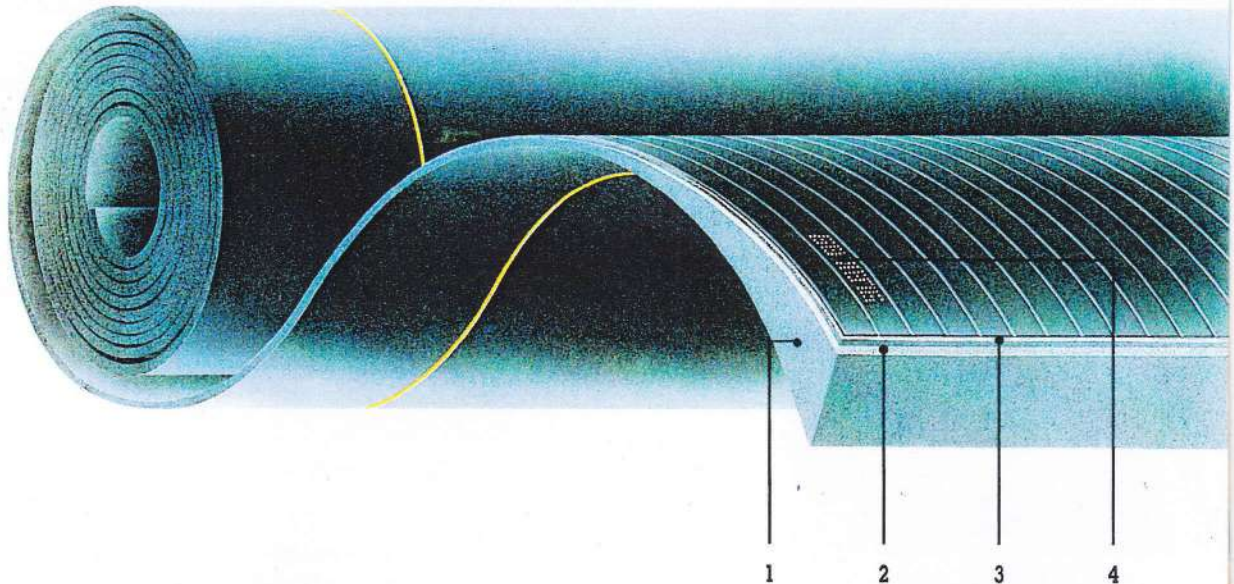


Waterproofing railroad crossing PX 112

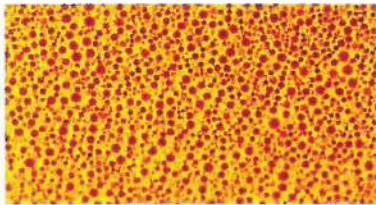
The TGV high speed train passing and upper crossing in Lot



DERBIGUM GC: DESIGNED FOR CIVIL ENGINEERING



1. Bitumen-APP mix



2. Nonwoven polyester



3. Fibreglass



4. Production number



DERBIGUM GC is a membrane designed for waterproofing civil engineering works, such as bridges, viaducts, garden terraces, parking decks and reservoirs. DERBIGUM GC is an APP-bitumen membrane which is composed of a thermoplastic plastomer binder, reinforced with a fibreglass mat visible on the surface and with a nonwoven polyester mat of a high weight to meet the specific requirements and constraints of civil engineering. DERBIGUM GC is characterized by its resistance to saline solutions and its excellent adherence to horizontal or sloping surfaces. The heat resistance of this membrane makes it highly resistant to

road asphalt and poured asphalt. The strength of the reinforcements also makes it resistant to the heavy traffic conditions on a job site. Speed of use, ease of handling and a large number of application possibilities make DERBIGUM GC the most suitable waterproofing membrane for all civil engineering works. DERBIGUM meets the standards of the Union Européenne des Agréments Techniques de la Construction (UEAtc). It has obtained quality and technical approvals in most countries. DERBIGUM is regularly controlled by several international bodies. Its production system is also certified ISO 9002.

Worldwide DERBIGUM approvals



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