

SUSTAINABLE SOLUTIONS FOR INDUSTRIAL WASTEWATER MANAGEMENT USING PERMEABLE CONCRETE AND WATER REUSE FOR FLEET WASHING WITHIN THE FRAMEWORK OF THE CIRCULAR ECONOMY: CASE OF THE COMPANY CONCRETOS DE SINCELEJO

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ABSTRACT

One of the main environmental problems in Sincelejo (Sucre) is the inadequate disposal of industrial wastewater, much of which is discharged untreated into the urban drainage system, affecting surface and groundwater bodies. This research proposes a treatment system based on permeable concrete, designed with local materials, allowing for physical filtration of water and its subsequent reuse in activities such as fleet washing (vehicles, machinery, and equipment). Industries with a high environmental impact were identified to implement a low-cost, efficient, and sustainable solution aligned with the principles of the circular economy. The intervention at a concrete plant and a car wash company yielded positive results, demonstrating measurable environmental and economic benefits.

KEYWORDS concrete permeable, mixing design, permeability, resistance, dosing.

INTRODUCTION

In recent years, environmental management and the promotion of sustainable development have become priority issues for both governments and the productive sector. Industrial and population growth in the department of Sucre represents a significant advance in terms of economic development and job creation; however, it has also brought with it increased pressure on natural resources and the environment. While some companies have adopted technologies and practices aimed at mitigating the environmental impacts of their operations, significant gaps remain in the implementation of effective waste management solutions, particularly with regard to industrial wastewater.

In this context, there has been an increase in collective awareness about the need to separate, treat, and, in some cases, reuse industrial waste. However, these practices are not yet fully integrated into most industries or households, highlighting the need to strengthen both technical knowledge and environmental education.

Wastewater generation is an inevitable consequence of various productive and domestic activities. This water contains a variety of pollutants at different concentrations, posing a potential risk to ecosystems if not properly managed. Among the industries with the highest wastewater generation in Sincelejo are the vehicle and motorcycle washing industry, which has experienced significant growth in recent years, and the ready-mix concrete industry, which has also experienced significant expansion in the department.

Both sectors generate wastewater with high levels of contamination on a daily basis. In the case of vehicle washing, the waste includes detergents, fuels, grease, oils, and heavy metals. In the concrete industry, the water used to wash mixers and other equipment contains cement residues, chemical additives, nitric acid, and other aggressive compounds. Despite this reality, many of these companies lack adequate wastewater

treatment systems, which leads to direct discharge into the drainage system or surface water bodies, generating a significant risk of environmental pollution.

Faced with this problem, this research proposes the design and implementation of a physical treatment system for industrial wastewater based on permeable concrete, with the goal of enabling its reuse and reducing its environmental impact. Permeable concrete, also known as porous concrete, is a special material that allows water to pass through its structure thanks to a specific granulometry and the absence or low proportion of fines, which generates an interconnected network of voids. This type of concrete, originating in the United Kingdom after World War II as a solution to material shortages, has traditionally been used in low-traffic pavements, pedestrian paths, and parks. However, its application as an industrial wastewater treatment system represents an innovation that this research seeks to explore.

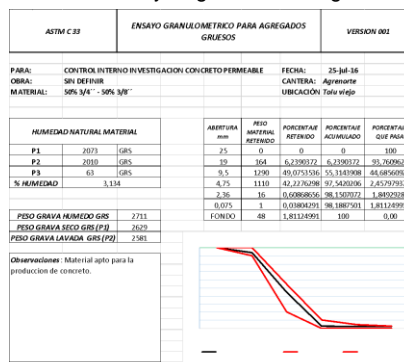
To validate this proposal, designs adapted to the materials available in the region were developed, as well as laboratory tests to evaluate the system's effectiveness in removing contaminants. The study focused on the system's application in local companies in the concrete and vehicle washing sectors, demonstrating promising results in terms of efficiency, sustainability, and economic viability.

MATERIALS

CEMENT: The cementing material used was ULTRACEM brand structural cement, which has different chemical characteristics compared to conventional cement, which favors the development of mechanical resistance at early ages.

GRAVEL: Crushed limestone is commonly used as the primary material in the production of pervious concrete due to its physical and chemical properties. For its application in this study, the gravel was subjected to various characterization tests, the results of which allowed establishing the necessary parameters for an adequate mix design. Among the tests performed, granulometry and determination of specific gravity were essential to ensuring the quality and functionality of the concrete.

FIGURE 1 analysis granulometric gravel



Source: Own

SAND: The sand used in this study comes from the Sinú River in Loricá, Córdoba, and is considered a high-quality material due to its origin in igneous rocks, as well as its high degree of purity and durability. This material was incorporated in relatively low proportions into the mix to maintain an adequate level of permeability in the pervious concrete samples.

ADDITIVES: The incorporation of additives in the production of this concrete was essential. First, a significant reduction in water content was required to increase the material's strength. Furthermore, extending the setting time was vital to ensure proper bonding between the various aggregates in the mix. PLASTOL HR-DF, a medium-range additive supplied by TOXCEMENT, was used as the water-reducing additive, while EUCOM WR85 was used as the retarder.

METHOD OF DESIGN

Porous concrete does not yet have a design methodology standardized by international standards, as is the case with conventional concrete, whose design is based on American Concrete Institute (ACI) regulations. However, in recent years, various research projects and authors have proposed methodologies based on the relationship between the voids present in coarse aggregate and their interaction with the cement paste, also considering the water-cement ratio to achieve adequate interconnection between the aggregate and the paste.

A prominent example is the study entitled "Laboratory Study of Mixture Proportioning for Pervious Concrete Pavements," which develops a proportioning methodology based on an equation that analyzes the behavior of 18 mixtures with different water-cement ratios (between 0.29 and 0.41) and their effect on void content. This approach allows for the design of optimized pervious concrete mixtures to achieve an optimal balance between permeability and strength.

To apply this methodology, it is essential to have initial data derived from the physical and chemical characterization of the materials used, which facilitates the calculation of factors necessary to determine the precise quantities of materials per cubic meter of mixture.

BOARD 1 data of entrance for calculations

MATERIALES	GRAVEDAD ESPECIFICA APARENTE (KG/M3)	TAMAÑO DEL AGREGADO (MM)	MASA UNITARIA SUELTA (KG/M3)	MASA UNITARIA COMPACTA (KG/M3)	ABSORCION (%)	HUMEDAD NATURAL (%)
GRAVA(AG)	2745	25	1346	1462	3,5	3,13
CEMENTO ESTRUCTURAL	3120	---	1150	---	---	---
AGUA	1000	---	---	---	---	---
ARENA	2613	---	1563	1672	0,4	5,1

Source: Own

PROPORTION OF THE MIXES

After performing the analytical calculations for the mix design, the weights in kilograms per cubic meter were determined to obtain a homogeneous pervious concrete mix. When preparing the first sample, both in 4" x 8" cylindrical specimens and in 6" x 6" x 21" joists, it was observed that the mix was excessively dense, presenting a very low void ratio. For this reason, it was necessary to readjust the design considering the temperature conditions and the specific quantities of each type of material, since these materials did not come from the same sources as those used in previous investigations.

BOARD 2. Amounts for design

PROPORCIONES EN PESO DE LOS MATERIALES PARA 1M3					
MATERIALES	DENSIDAD KG/M3	PESO SECO KG/M3	VOLUMEN MATERIALES SECOS	PESO HUMEDO KG/M3	VOLUMEN MATERIALES SECOS
CEMENTO	3120	385	0,12	385,00	0,12
ARENA	2613	385	0,15	405,00	0,15
GRAVA	2745	1425	0,52	1470,00	0,54
AGUA	1000	157,85	0,16	145,00	0,15
EUCOM WR-85	1170	1,3475	0,00	1,35	0,00
PLASTOL HR-DF	1054	1,54	0,00	1,54	0,00
AIRE	0	0	0,20	0,00	0,20
TOTAL		2356	1,15	2408	1,16

Source: Own

BOARD 3 resistances to compression

TIPO ENSAYO		ESPECIMENES CILINDRICOS 4''*8''			
COMPRESION		CARGA KN	RESISTENCIA P.S.I.	RESISTENCIA MPA	PROMEDIO RESITENCIAS MPA
EDAD DIAS	3	185,2	3368,60	23,58	22,45
	3	167,5	3046,66	21,33	
EDAD DIAS	7	223,5	4065,24	28,46	26,74
	7	196,6	3575,96	25,03	
EDAD DIAS	28	318,3	5789,56	40,53	37,83
	28	275,9	5018,35	35,13	

Source: Own

BOARD 4. Amounts corrected

PROPORCIONES EN PESO DE LOS MATERIALES PARA 1M3					
MATERIALES	DENSIDAD KG/M3	PESO SECO KG/M3	VOLUMEN MATERIALES SECOS	PESO HUMEDO KG/M3	VOLUMEN MATERIALES SECOS
CEMENTO	3120	306	0,10	306,00	0,10
ARENA	2613	122	0,05	128,00	0,05
GRAVA	2745	1388	0,51	1431,00	0,52
AGUA	1000	116,2	0,12	116,20	0,12
EUCOM WR-85	1170	1,07	0,00	1,07	0,00
PLASTOL HR-DF	1054	1,22	0,00	1,22	0,00
AIRE	0	0	0,28	0,00	0,28
TOTAL		1934	1,05	1983	1,07

Source: Own

BOARD 5. New resistances obtained

TIPO ENSAYO		ESPECIMENES CILINDRICOS 4''*8''				
COMPRESION		COLOR	CARGA KN	RESISTENCIA P.S.I.	RESISTENCIA MPA	PROMEDIO RESITENCIAS MPA
EDAD DIAS	3	VERDE	115,5	2132,94	14,93	15,25
	3	ROJO	120,4	2223,43	15,56	
EDAD DIAS	7	VERDE	151,8	2803,29	19,62	19,29
	7	ROJO	146,7	2709,11	18,96	
EDAD DIAS	28	VERDE	187	3453,33	24,17	24,13
	28	ROJO	186,4	3442,25	24,10	

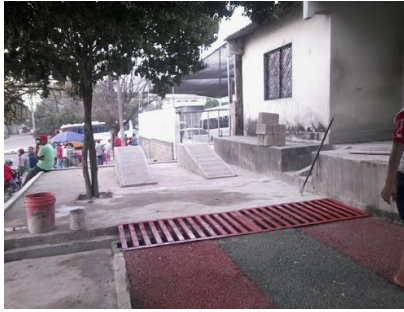
Source: Own

The difference in the resistances obtained between tables 3 and 5 is notable, which is due to the increase in the void ratio of the mixture to achieve adequate permeability.

IMPLEMENTATION OF THE CONCRETE

During this research, permeable concrete structures were implemented to facilitate efficient treatment of industrial wastewater. First, the vehicle wash plant was involved, where a pavement was designed and built that allowed for the initial separation of sand and grease from the wastewater. Thanks to the concrete's porosity, the liquid was able to travel through the entire structure, retaining solids and oils, which were then directed to a WWTP tank system to complete the filtration process. In this way, the treated water could be recirculated and reused in new vehicle wash cycles.

PHOTO 1. Laundry in concrete permeable



Source: Own

The concrete industry required a different type of structure. To achieve this, a wastewater treatment plant was designed with permeable concrete panels that facilitated the passage of water, while other elements, such as cotton and organic charcoal, contributed to the retention of suspended solids. This waste was safely collected and stored in sacks, where the moisture evaporated, allowing the production of a reusable cementitious material.

PHOTO 2 Tanks WWTP



Source: Own

RESULTS

Based on the results obtained in this research, the following conclusions can be drawn:

The production of permeable concrete using a void ratio methodology, utilizing materials available in our region, is entirely viable. This concrete is of high quality and allows for the incorporation of mineral pigments to achieve different colors without compromising its strength.

The implementation of an industrial wastewater treatment system is feasible and effective, as it ensures that chemical agents do not significantly contaminate surface or groundwater bodies. Furthermore, this system facilitates water reuse in various industrial activities, which contributes to considerable savings and reduces the exploitation of groundwater sources.

The application of this technology is adaptable to any industry, regardless of the working method employed, due to the flexibility it offers to adjust to the variations present in different production processes.

Permeable concrete is a versatile material that can be molded and adapted to the specific needs of each site, allowing for consistent and widespread application of this research.

These systems require simple maintenance and are highly durable over time, preventing premature wear of materials and representing significant economic savings.

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