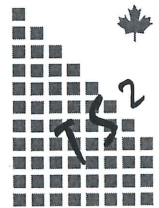


**CROWN CAPITAL ENTERPRISE
LIMITED**

WANCHAI, HONG KONG

**Demonstration of Rejuvaseal™
Guang'anmen Beibinhei Lu, Beijing,
Peoples Republic of China**

July 2002



**TS² Consulting Inc.
Lamma, Hong Kong**

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RejuvaSeal Gaung'anmen Beibinhei Lu, Beijing, Peoples Republic of China

July 2002

TABLE OF CONTENTS

Section	Description	Page
1.0	Introduction	1
2.0	Co-operative Program	3
3.0	RejuvaSeal™	4
3.1	Prior Experience	4
4.0	Test Program	5
4.1	RejuvaSeal™ Testing	14
4.2	Water Dissipation	14
4.3	Fuel Resistance Testing	16
4.4	Elasticity/Ductility Testing	16
5.0	Project Completion Schedule	17

FIGURES

No.	Description	Page
1.0	General Location Map	2
4.0	Specific Location Map	7
4.1	Test Patches At Demonstration Site	8
4.2	Typical Application Procedure	11
4.3	Application of Kunming Copper Slag to RejuvaSeal™ Surface	12
4.4	Finished Surface	13
4.5	Humble Equipment Co. Outflow Meter	15
5.0	Project Completion Schedule	18

TABLES

No.	Description	Page
4.1	Geographic Location of Test Patch	5
4.2	Details of Test Patch on Gaung'anmen Beibinhei Lu On-Ramp	5
4.3	Geographic Location of Demo Site	9
4.4	Details of RejuvaSeal™ Demonstration Section on Gaung'anmen Beibinhei Lu Interchange, Beijing	10
4.5	Outflow Meter readings at Demo Site	14

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RejuvaSeal
Gaung'anmen Beibinhei Lu, Beijing,
Peoples Republic of China

July 2002

APPENDICES

No.	Description
A	Rejuvaseal™ – Technical Seminar, Ping-Gu (Beijing) China, August 2001
B	Rejuvaseal Descriptive Literature
C	Kunming Copper Slag – Technical Data
D	Independent Testing Report on RejuvaSeal™ treated, asphalt pavement



TS² Consulting Inc.
Lamma, Hong Kong

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RejuvaSeal™ Guang'anmen Beibinhei Lu, Beijing Peoples Republic of China

July 2002

1.0 INTRODUCTION

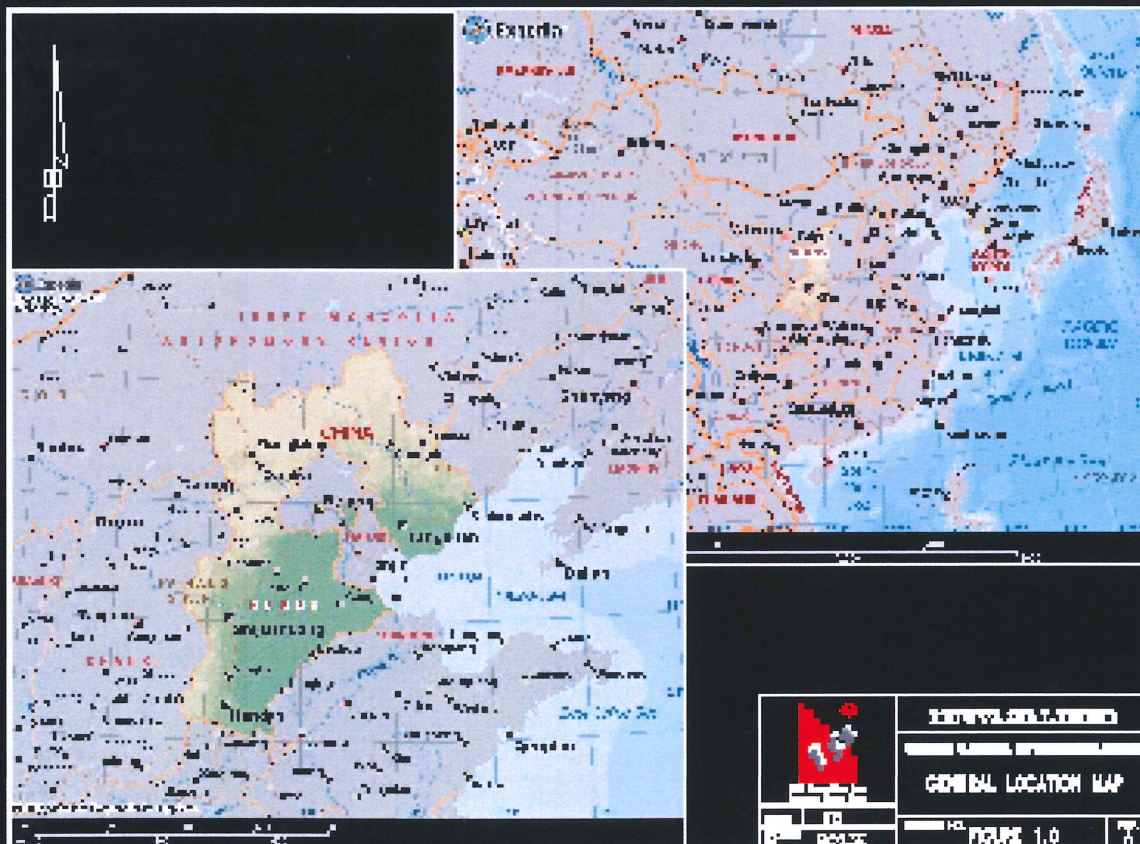
Crown Capital Enterprise Limited of Hong Kong entered into an arrangement with the Road Maintenance Department of Beijing, China in July 2002. This arrangement calls for the analysis of the performance of RejuvaSeal™, a sealer/rejuvenator for asphalt pavement on roads within Beijing.

The City of Beijing is a self-administered municipality that is bordered by Hebei Province. See figure 1.0 for a map showing the location of Beijing. The area lies in the lowlands adjacent to the Gulf of BoHai and averages 50 metres in elevation. The regions' latitude (40 degrees north), mean that there are four distinct seasons, with temperatures ranging from 35 Celsius in the long, hot humid summer to -10 Celsius in the short, but frigid winter.

The present population of Beijing is estimated at approximately 15 million. There are no rainy season per-se, just afternoon thunderstorms with accompanying rain and these occur primarily in July thru August, but can extend into September.

In the immediate Beijing area, a significant unconsolidated sedimentary sequence predominates as it lies immediately to the north of the plains that adjoin the Yellow River Delta. There are no outcrop exposures available within the immediate area, although 30 kilometres to the north are hills, which are primarily composed of sedimentary rocks, such as sandstones, siltstones and conglomerates. The asphalt in the area is manufactured from imported materials, which is comprised of crushed and screened sandstone and diorites hauled in from quarries in surrounding Hebei Province, as well as washed gravels from the various rivers.

The bitumen binder for the asphalt is sourced from various locations. Since adjoining Hebei and Shandong Province have their own indigenous oil fields and petroleum refining capacity, there is some domestic asphalt production. Since Beijing is very close to TianJin, which borders the Sea of BoHai, the possibility of bitumen being sourced from offshore is a distinct possibility so refineries in Singapore and the like should not be forgotten.



2.0 CO-OPERATIVE PROGRAM

The intent of the arrangement with Beijing is to demonstrate RejuvaSeal™ at different locations selected by the Road Maintenance Bureau. The demonstration will subsequently allow analysis of the performance of Rejuvaseal™ on a variety of asphalt surfaces. A demonstration was undertaken on the interchange ramp, where Guang'anmen Beibinhei Lu, passes beneath Guang'anmen Waidajie, within the southwest sector of Beijing, on July 11-12, 2002. The portion of the road that was treated was composed of asphalt pavement of 1996 vintage. No details are known about the subgrade, but inspection of the shoulders show a sandy-silty material. Knowing construction techniques in highways in China in general, minimal gravel would be used for an immediate coarse base, beneath the asphalt pavement. The surface of the asphalt is quite smooth and concern had been expressed about hydroplaning during heavy rains and also water percolating through cracks in the asphalt pavement and softening the sub-grade. Furthermore, this asphalt pavement is approaching the end of its useful life and keen interest was expressed in having the life extended.

3.0 REJUVASEAL™

RejuvaSeal™ is a proprietary product that is supplied by Crown Capital Enterprise Limited of Wanchai, Hong Kong. Rejuvaseal™ has been proven in numerous applications in North and South America to rejuvenate asphalt pavement at various stages of its life and economically extend the life of the pavement. Rejuvaseal™ is a three component, asphalt sealer rejuvenator that is comprised of Coal Tar, Coal Tar Oils and Petroleum Solvents.

3.1 PRIOR EXPERIENCE

Refer to Appendix A for a copy of the brochure provided to participants at a seminar held in Ping-Gu (Beijing Municipality) in August 2001. This outlines the experience with Rejuvaseal™ at various locations in North America and South America. Further information is available from Crown Capital Enterprise Limited. Rejuvaseal™ has been used at numerous airports in North and South America, as well as highways in Alberta, Canada; Cearo State, Brazil and North Dakota and Texas, as well as other locations in the U.S.A.

4.0 TEST PROGRAM

Since Beijing is located in a semi-tropical climate (Latitude: 40 North) at a low altitude (50 metres), it's a demanding setting for asphalt, given the year round warm climate (extremes of 45 Celsius in summer and minus 5 Celsius in the winter) and intense exposure to ultraviolet radiation, all which contribute to the oxidation and breakdown of the asphalt binder.

Beijing has a significant concentration of roads. Beijing is responsible for 2,000 kilometres of National Highway; within it's jurisdiction (distances as of year-end 2000) and approximately 3000 kms of City Streets.

In view of this extensive network of roads and the relatively short life of the asphalt surface, Beijing is definitely interested in determining how to economically extend the life of the asphalt road surface. To this end, Beijing agreed to try RejuvaSeal™ on the one segment of the interchange at the juncture of Guang'anmen Beibinhei Lu and Guang'anmen Waidajie, within the city of Beijing. See Figure 4.0, showing the location of this street with respect to Beijing

On July 11, a test patch on the on-ramp leading to Guang'anmen Beibinhei Lu was treated with RejuvaSeal™. The test patch was at the following geographic location:

Table 4.1	Geographic Location of Test Patch Site	
System	Northing	Easting
Geographic (deg, min)	39 ⁰ 54.712'	116 ⁰ 22.754'
Universal Transverse Mercator Grid (50S) (metres)	4418176	0446942

See Figure No 4.1 for a photo showing the test patch as implemented. Particulars of the test patch are as follows:

Table 4.2				Particulars of the test patch						
Test Patch Number	Patch Width (m)	Patch Length (m)	Total Area m ²	Total Area ft ² approx	RejuvaSeal™ Applied		Application Rate			
					US gals	litres	US Gal /ft ²	US Gal /yd ²	Litres /m ²	m ² /Litre
One	1.00	1.00	1.00	11	0.07	0.25	0.006	0.055	0.25	4.0

Subsequent inspection of the test patch on July 11 showed that the application rate of 4.0 m²/litre was appropriate for the asphalt pavement at this location and could be used as a guide for other locations with similar physical characteristics.

The demonstration section is located immediately south of the Second Ring road, in the southeastern sector of Beijing at the interchange, where

Guang'anmen Beibinhei Lu passes beneath Guang'anmen Wadijie. . The northwest sector of this interchange was the demonstration section. The strip is entirely asphalt pavement. See figure 4.0, which follows, for a location of the general locale. The location of the test patch with respect to the demonstration portion of the street is graphically shown in figure 4.1, which follows.

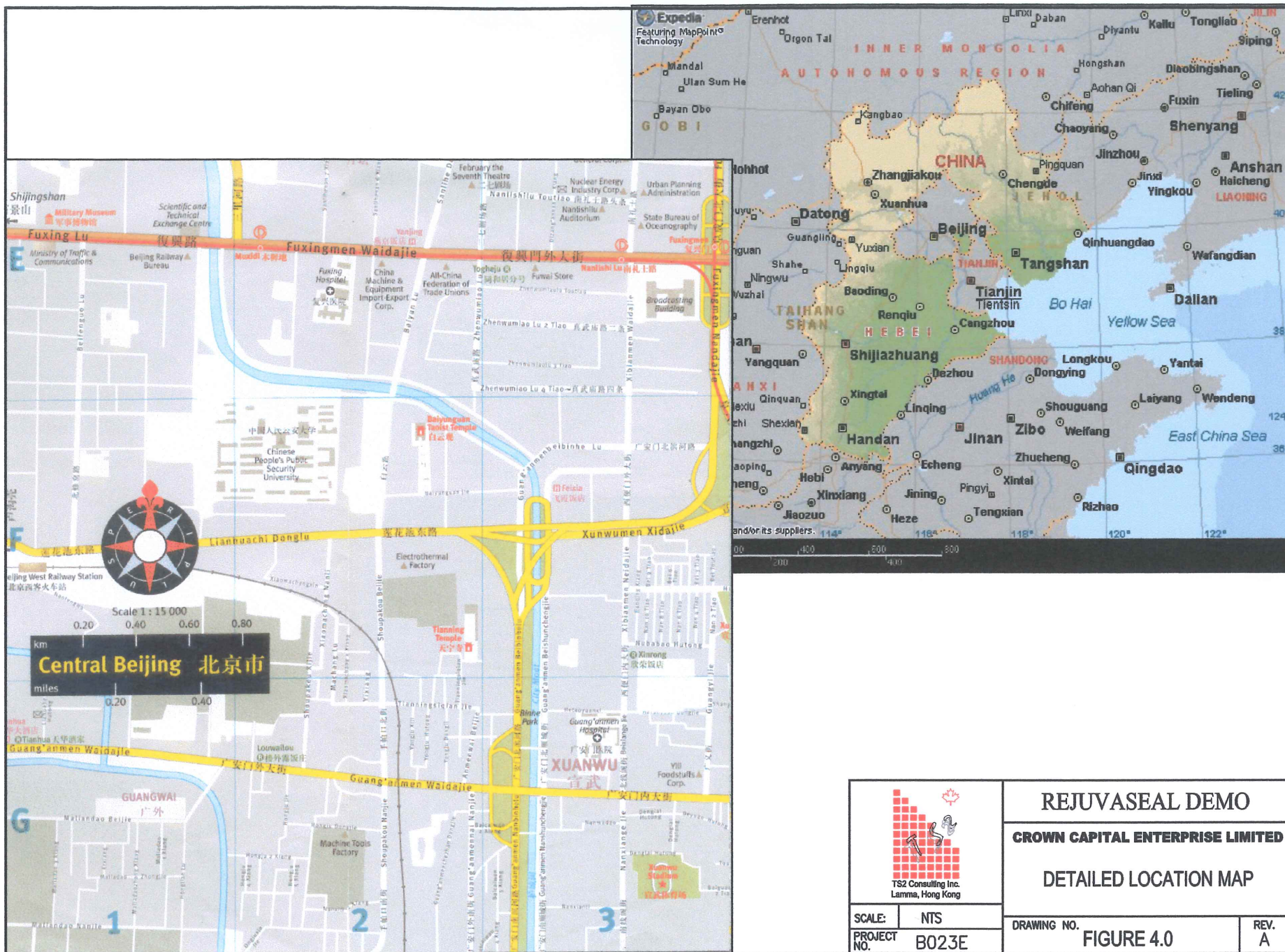
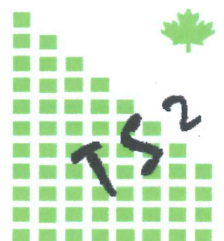




Figure 4.1 Test Patches at Demonstration Site.



The demonstration section, at the interchange where Guang'anmen Beibinhei Lu passes beneath Guang'anmen Wadijie, was selected by the Beijing Road Maintenance Department, and is geographically located as follows:

Table 4.3	Location of Demo Site	
System	Northing	Easting
Geographic (deg, min)	39 ⁰ 54.712'	116 ⁰ 22.754'
Universal Transverse Mercator Grid (metres) 50S	4418176	0446942

This is at the same location as the test patch. Refer to Figure 4.0 for the location. Work commenced on the demonstration section at 10:30 pm on July 11, on a warm, evening, where the overnight temperature hovered around 30 degrees. Celsius. The test section is located on the northwest portion of the interchange. The segment serves as both the southbound off-ramp from Guang'anmen Beibinhei Lu onto westbound Guang'anman Wadijie. It also permits access from westbound Guang'anman Wadijie onto southbound Guang'anmen Beibinhei Lu. There is a slight camber to the road, which causes water to run off toward the shoulder, rather than puddle on the road. The asphalt surface on the section treated, was reputedly 6 years old (1996 vintage). No significant oil spills were observed, just the occasional drop of transmission oil, crankcase oil or hydraulic fluid. The asphalt pavement surface was not appreciably worn with no rutting due to traffic wear. There was aging and oxidation of the bitumen, which extended to a depth of several millimetres. There were some longitudinal cracks, although lateral cracks were more predominant. The entire portion of the treated road section was on a compacted silty-clay, sub-grade.

On the southbound off-ramp lane, an initial five segments (panels) were marked off in 15 metre increments. The width of the lane is 5.1 metres between the painted lane dividing line and the outside lane (adjacent to the shoulder) marker line. A five U.S. gallon (17.9 litres) pail of RejuvaSeal™ was assigned to each panel. The RejuvaSeal™ was applied to each of the panels, using paint rollers and paint roller pans, to ensure uniformity in the application. A further 5 segments (panels) were subsequently marked off, with the length retained at 15 metres and RejuvaSeal™ effectively covered the surface.

On the northbound, on-ramp lane, 8 panels were marked off, with each one some 20 metres in length by 7.5 metres wide. A five U.S. gallon (17.9 litres) pail of RejuvaSeal™ was assigned to each panel. At the point where this on-ramp merges into Guang'anmen Beibinhe Lu, the lane widened to 9.5 metres and the panels were shortened to 15 metres. The RejuvaSeal™ was applied to each of the panels, using paint rollers and paint roller pans. The last panel was completed at 3:00 am. Following application of the RejuvaSeal, copper slag was applied at a rate of approximately 0.46 kilograms per square metre. The slag was distributed by hand and a 15 tonne, rubber tired roller was subsequently used to press the slag into the road surface.

Details of the application are summarized in the table that follows:

Table 4.4				Details on RejuvaSeal™ Demonstration Section on Guang'anmen Beibinhei Lu						
Work Schedule	Work Time	No. of Panels	Test Length	Total Area m ²	Total Area yd ²	RejuvaSeal™ Applied		Application Rate		
	(hrs)		(m)			litres	kgs	Litres /m ²	m ² /Litre	m ² /kg
22:30-24:00	1.50	10	150	765	914	189	208	0.25	4.05	3.68
00:00-03:30	3.50	4	80	600	717	76	83	0.13	7.94	7.22
00:00-03:30	3.50	4	60	570	681	76	83	0.13	7.54	6.85
Totals	5.00	18	290	1,935	2,313	340	374	0.18	5.69	5.17

In view of concern expressed by the Beijing Road Maintenance Department that the RejuvaSeal™ treated road gave the appearance of a slippery surface, Copper Slag from a smelter in Kunming was applied to the road surface immediately following the application of RejuvaSeal™. The application rate was approximately 0.46kgs/sq metre (1.0 lbs/sq yard). Further information on this copper slag is contained in technical data sheets in Appendix C. The approximate size consist for copper slag is as follows: >98% passing #8 mesh (2.5 mm) and <5% passing #30 mesh (0.5mm). A 15 tonne, pneumatic-tired roller was used following the slag application to roll the slag into the softened asphalt pavement surface

Ambient temperatures at the time of the application were in the 30 to 31 degree Celsius range, with humidity in the 95% range. The application ceased at 3:30 pm and the lane remained closed until 6 am on July 12, when it was re-opened for traffic. Photos showing the test application of RejuvaSeal™ follow in figures 4.2, 4.3 and 4.4. on the following pages.

The site was visited on July 12 around 4:30 pm and again on July 13 around 10 am. A difference was readily perceived between the RejuvaSeal™ treated section and the adjoining untreated lanes. A screwdriver was used to dig two small holes in the asphalt pavement, to a depth of 3 centimetres, some 45 metres west of the extreme north end of the demonstration section, to determine the penetration of the RejuvaSeal™. This was one day after the application of RejuvaSeal™ and at these two locations the newly rejuvenated surface was evident, by the black resilient surface layer, which was now approximately 1 millimetre thick. Below that depth, the grey, oxidized layer of asphalt was evident. The copper slag remained embedded in surface of the road, and most had cemented to the RejuvaSeal™. Little carryover of the RejuvaSeal™ was observed from vehicle tires at either end of the demonstration strip, so it can be presumed that the surface was dry shortly after the site was vacated at 6 am on July 12.

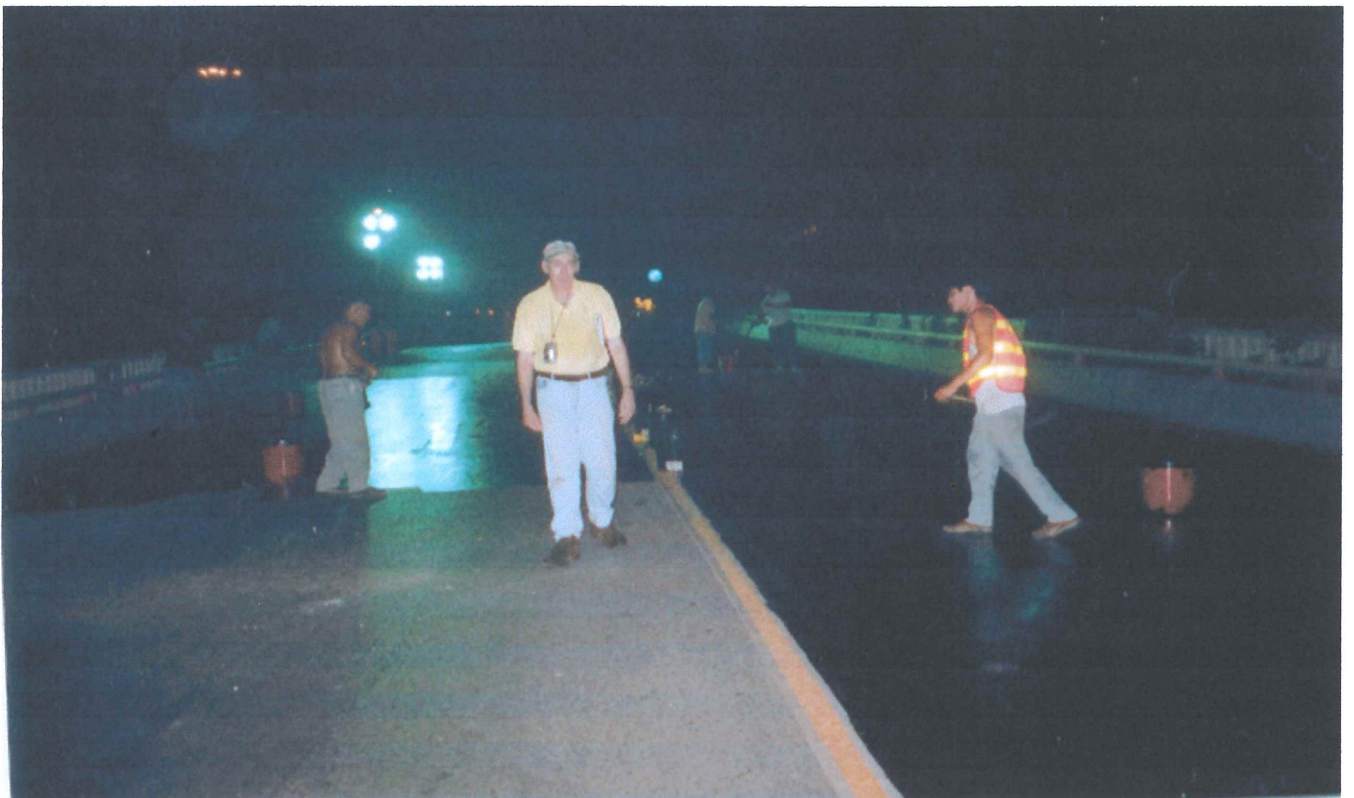


Figure 4.2 Typical Application Procedure.





Figure 4.3 Application of Kunming Copper Slag to RejuvaSeal Surface.

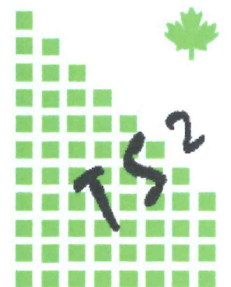




Figure 4.4 Finished Surface.



4.1 RejuvaSeal™ Testing

To date the comparison of the asphalt treated with Rejuvaseal™ has been compared on a subjective basis over a very short period at the test site on Guang'anmen Beibinhei Lu . Testing equipment brought to the site for comparison on a more disciplined, objective basis solely consisted of an Outflow meter manufactured by Humble Equipment Co. of Reston, Louisiana, U.S.A. This was to establish the Water Dissipation (Hydroplaning Comparison).

Testing equipment will be brought to the site for comparison on a more disciplined, objective basis in the future, and to this end, the following tests will be undertaken.

- Fuel Resistance Comparison
- Elasticity/Ductility Testing

4.2 Water Dissipation

An "Outflow Meter" manufactured in the U.S.A. by Humble Equipment Company of Ruston, Louisiana and sold under the trademark "Outflow Meter" (see figure 4.5) was used to measure the asphalt pavement's capability to dissipate water, as concern has been expressed about hydroplaning on the RejuvaSeal™ treated surface, versus the untreated surface. The Outflow Meter gives readings in seconds for the dissipation of a known quantity of water. It is suggested that any readings between 3 and 10 seconds are satisfactory results for an asphalt surface, if hydroplaning is to be minimized.

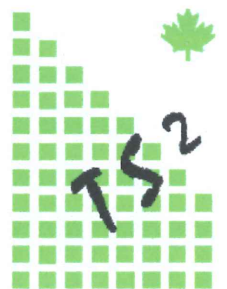
Readings were taken with this aforesaid Outflow Meter at five locations on the portion of the street, where the RejuvaSeal™ demonstration was conducted. The initial two were on the segment treated with copper slag. These readings were taken at 9:30 am on July 12. The results are shown in the table that follows:

Table 4.5		Outflow Meter Readings		
Test	Location relative to Guang'anmen Beibinhe Lu	Location relative to traffic island curb	Before RejuvaSeal™ (secs)	After RejuvaSea™ (secs)
July 12	20.0 metres west	2 metres south	15	n/a
July 12	20.2 metres west	3 metres south	7	n/a
July 12	20.4 metres west	4 metres south	7	n/a
July 12	22.0 metres west	9 metres south	17	n/a

- Readings in the 3 to 10 second range are quite acceptable from a skid resistance viewpoint.



Figure 4.5
Humble Equipment Co. Outflow Meter



4.3 Fuel Resistance Comparison

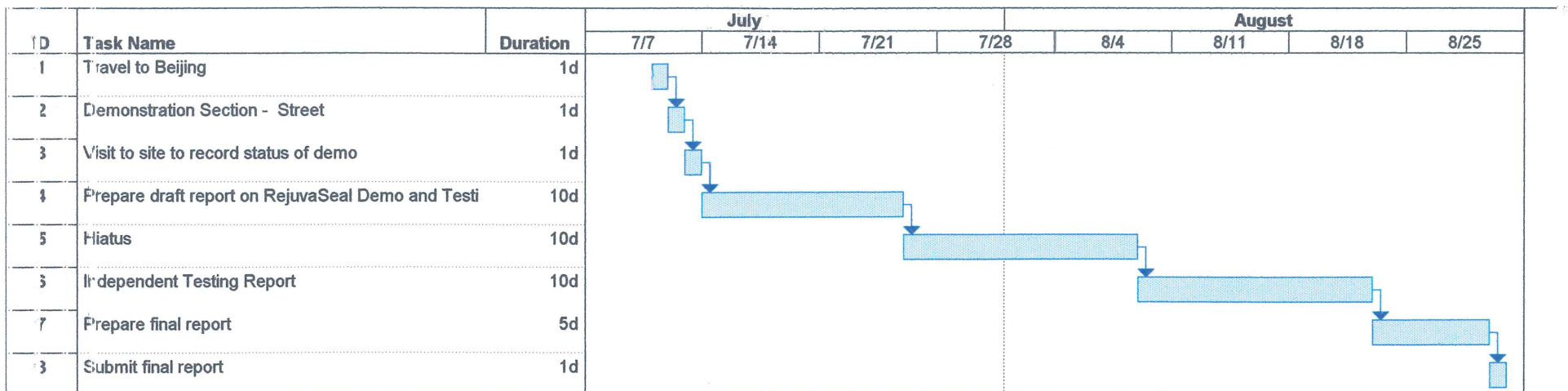
Fuel Resistance Comparison will be undertaken on several sections of the untreated and RejuvaSeal™ treated sections in close proximity to the Outflow meter tests in the near future. This comparison will consist of pouring about a cupful of diesel fuel onto the road surface and then later checking the penetration of the fuel. If the fuel readily penetrated the asphalt pavement surface, then resistance to this form of chemical attack was presumed to be lower than if the fuel pooled on the surface of the asphalt pavement and slowly evaporated.

4.4 Elasticity/Ductility Testing

This aspect of the testing is beyond the capabilities of the field equipment available to both Crown Capital Enterprise Limited and RejuvaSeal™ personnel and as such, external assistance has been sought from outside experts in the field of Asphalt Testing. To this end, Crown Capital Enterprise Limited committed the China Communication Department, Road Research Office for an independent assessment of the demonstration section and their report is contained in Appendix D.

5.0 Test Completion Schedule

The technicians from the China Communication Department, Road Research Office were dispatched to undertake independent testing on the trial section. The projected submittal of the final report for this testing is scheduled as shown in the following chart.



Project: ChongQingsched
Date: Sun 10/13/02

Task



Summary



Rolled Up Progress



Progress



Rolled Up Task



Milestone



Rolled Up Milestone



CROWN CAPITAL ENTERPRISE LIMITED

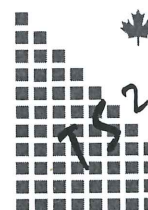
WANCHAI, HONG KONG

Demonstration of Rejuvaseal™ Guang'anmen Beibinhei Lu, Beijing, Peoples Republic of China

July 2002

APPENDICES

No.	Description
A	Rejuvaseal™ – Technical Seminar, Ping-Gu (Beijing) China, August, 2001
B	Rejuvaseal™ Descriptive Literature
C	Kunming Copper Slag - Technical Data
D	Independent Testing Report on RejuvaSeal™ treated, asphalt pavement



**TS² Consulting Inc.
Lamma, Hong Kong**

**CROWN CAPITAL ENTERPRISE
LIMITED**

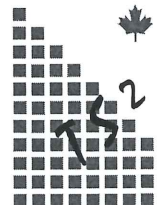
WANCHAI, HONG KONG

**Demonstration of Rejuvaseal™
Guang'anmen Beibinhei Lu, Beijing,
Peoples Republic of China**

July 2002

Appendix A

**Rejuvaseal™ – Technical Seminar,
Beijing,
Peoples Republic of China,
August 2001**



**TS² Consulting Inc.
Lamma, Hong Kong**

**CROWN CAPITAL ENTERPRISE
LIMITED**

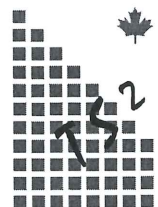
WANCHAI, HONG KONG

**Demonstration of Rejuvaseal™
Guang'anmen Beibinhei Lu, Beijing,
Peoples Republic of China**

July 2002

Appendix B

Rejuvaseal™ Descriptive Literature



**TS² Consulting Inc.
Lamma, Hong Kong**

**CROWN CAPITAL ENTERPRISE
LIMITED**

WANCHAI, HONG KONG

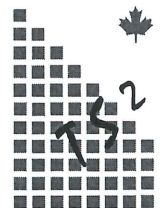
**Demonstration of Rejuvaseal™
Guang'anmen Beibinhei Lu, Beijing,
Peoples Republic of China**

July 2002

Appendix C

Kunming Copper Slag

Technical Data



**TS² Consulting Inc.
Lamma, Hong Kong**

**CROWN CAPITAL ENTERPRISE
LIMITED**

WANCHAI, HONG KONG

**Demonstration of Rejuvaseal™
Guang'anmen Beibinhei Lu, Beijing,
Peoples Republic of China**

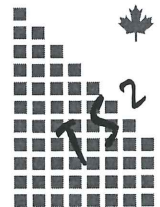
July 2002

Appendix D

Independent Testing Report

RejuvaSeal™ Treated Asphalt Pavement

**China Communication Department
Road Research Office**



**TS² Consulting Inc.
Lamma, Hong Kong**

TS² CONSULTING INC. <

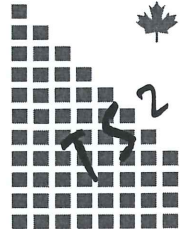
(British Virgin Islands Incorporated) website: <http://ts2.stormloader.com>

Hong Kong (Office)

2/F 81 Po Wah Yuen,
Lamma Island,
Hong Kong
Phone (85-2)-2142-3500
Fax: (85-2)-2390-5465
Cellular: (85-2)-9157-6693
Email: speed_cny@yahoo.co.uk

China (Liaison Office)

Room 2607, Feng Yuan Bldg,
RenMing Zhong Lu,
Kunming, Yunnan,
Peoples Republic of China,
Phone: (86-871)-537-7086
Mobile: (86)-1362-949-8994
Email: speed_cny@yahoo.co.uk



Aug 28th, 2002

中国云南昆明市人民中路丰园大厦2607室

Crown Capital Enterprise Limited
B5, Centre Point Building
181 – 185 Gloucester Road,
Wanchai, Hong Kong.

Attn: Charence Chiang
General Manager

Dear Charence

Re: Demonstration of RejuvaSeal™ on Guang'anmen Interchange, Beijing.

This is the final report on the demonstration of RejuvaSeal™ on the northwest sector of the interchange at the junction of Gaung'anmen Beibinhei Lu and Guang'anmen Wadijie in Beijing, just south of the second Ring Road. This demonstration was undertaken during the night of July 11-12, 2002 and encompassed a portion of the southbound (off-ramp) lane (150 metres) and northbound (on-ramp) lane (140 metres). A very smooth asphalt surface was encountered on this street and the initial results of the RejuvaSeal™ application appear quite satisfactory. Several major cracks were encountered and these were treated by Crafco with their hotmix, following routing to a width of one centimetre. Minor portions of these cracks were treated by Crown Capital, with a cold pour crack filler. Copper Slag from Kunming was also applied to the entire 290 metres of this demonstration strip on an experimental basis, at an application rate of approximately 0.45 kgs/square metre. The hot weather and the subsequent traffic on the road, the following morning, embedded most of the slag in the immediate vehicle path into the rejuvenated surface,

Yours Sincerely


Anthony G. Speed, P.Eng. (Ontario, Canada)

Crown Capital Enterprise Limited.
 RejuvaSeal Demo
 Beijing - Second Ring Road
 Guang'anmen Nanbinhelu Access Ramp
 Demo Date 11-Jul-02
 Prepared by A.G. Speed
 Updated by A.G. Speed
 Updated 16-Jul-02

Assumptions

Panel 1-10 Length 15.0 Metres
 Panel Width 5.10 Metres
 Panel Area 76.5 Sq Metres
 Panel 11-14 Length 20.0 Metres
 Panel Width 7.50 Metres
 Panel Area 150.0 Sq Metres
 Panel 15-18 Length 15.0 Metres
 Panel Width 9.50 Metres
 Panel Area 142.5 Sq Metres

Conversion Factors

US Gallon= 3.78 Litres
 Sq Metre= 10.76 Sq Feet
 Sq Metre= 1.20 Sq Yds
 RejuvaSeal 1.10 S.G.

Crew Consist

No
 Labourers 14
 Light Crew 3
 Equipment Op 3
 Supervisor 2
 Total 22

Work Schedule am/pm	Work Time (hrs)	No. of Panels	Test Length (m)	Total Area m ²	Total Area yd ²	RejuvaSeal Applied			Application Rate				22 Man Crew	
						US gals	litres	kilogram s	USGal /yd ²	Litres /m ²	m ² /Litre	m ² /Kg	m ² /man hr	yd ² /man hr
22:30 - 24:00	1.50	10	150.0	765	914	50	189	207.9	0.055	0.25	4.05	3.68	23.2	27.7
00:00 - 03:30	3.50	4	80.0	600	717	20	76	83.2	0.028	0.13	7.94	7.22	7.8	9.3
00:00 - 03:30	3.50	4	60.0	570	681	20	76	83.2	0.029	0.13	7.54	6.85	7.4	8.8
Totals	5.00	18	290.0	1,935	2,313	90	340	374.2	0.039	0.18	5.69	5.17	17.6	21.0

Test Patches
 Second Ring
 road
 BeiJing

Test Patch Date

11-Jul-02

Test Patch Number	Patch Width (m)	Patch Length (m)	Total Area m ²	Total Area ft ² approx	RejuvaSeal Applied			Application Rate				
					US gals	litres	kilogram s	USGal /ft ²	USGal /yd ²	Litres /m ²	m ² /Litre	m ² /Kg
One	1.00	1.00	1.00	11	0.07	0.25	0.28	0.006	0.055	0.25	4.00	3.64

FlowMeter Readings Time (sec) Location

July 11, 2002
 Untreated 15 20 metres west
 Untreated 7 20.2 metres west
 Untreated 7 20.4 metres west
 Untreated 17 22 metres west

Location with respect to Traffic Island Curb

2 metres south of Curb
 3 metres south of Curb
 4 metres south of Curb
 9 metres south of Curb

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RejuvaSeal Gaung'anmen Beibinhei Lu, Beijing, Peoples Republic of China

July 2002

TABLE OF CONTENTS

Section	Description	Page
1.0	Introduction	1
2.0	Co-operative Program	3
3.0	RejuvaSeal™	4
3.1	Prior Experience	4
4.0	Test Program	5
4.1	RejuvaSeal™ Testing	14
4.2	Water Dissipation	14
4.3	Fuel Resistance Testing	16
4.4	Elasticity/Ductility Testing	16
5.0	Project Completion Schedule	17
6.0	Statement of Qualifications	19

FIGURES

No.	Description	Page
1.0	General Location Map	2
4.0	Specific Location Map	7
4.1	Test Patches At Demonstration Site	8
4.2	Typical Application Procedure	11
4.3	Application of Kunming Copper Slag to RejuvaSeal™ Surface	12
4.4	Finished Surface	13
4.5	Humble Equipment Co. Outflow Meter	15
5.0	Project Completion Schedule	18

TABLES

No.	Description	Page
4.1	Geographic Location of Test Patch	5
4.2	Details of Test Patch on Gaung'anmen Beibinhei Lu On-Ramp	5
4.3	Geographic Location of Demo Site	9
4.4	Details of RejuvaSeal™ Demonstration Section on Gaung'anmen Beibinhei Lu Interchange, Beijing	10
4.5	Outflow Meter readings at Demo Site	14

6.0 Qualifications

STATEMENT OF QUALIFICATIONS

I, Anthony G. Speed of Hong Kong in the Special Administrative Region of China, DO HEREBY CERTIFY.

- I. THAT I am a Consulting Engineer, with offices at 2/F, 81 Po Wah Yuen, Lamma Island, Hong Kong
- II. THAT I am a 1968 graduate of the University of Saskatchewan, Canada with a Bachelor of Science Degree in Mining Engineering.
- III. THAT I am currently registered and in good standing as a Professional Engineer with the Association of Professional Engineers of Ontario, and New Brunswick, Canada
- IV. THAT my 30 years of continuous experience in mining, major civil engineering works (earth moving, highway and mining construction) has exposed me to a broad knowledge of mining and heavy civil engineering construction and allowed considerable familiarization with road construction and asphalt pavement.
- V. THAT this report is based on my visit on July 11-13, 2002 to Beijing, China to view the test section, described in this report

Dated at Hong Kong, this 13TH day of August, 2002


Anthony G. Speed, P.Eng. (Ontario and New Brunswick, Canada)

