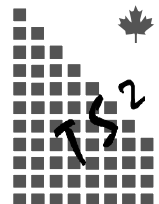


**CROWN CAPITAL ENTERPRISE
LIMITED**

WANCHAI, HONG KONG

**Demonstration of RJSeal™
Federal Highway Route No. 2,
Shah Alam, Selangor, Malaysia**

May 8, 2006



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

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RJSeal Federal Highway Route No. 2, Shah Alam, Selangor, Malaysia

May 8, 2006

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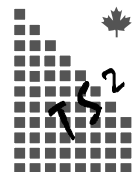
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APPENDICES

<u>No.</u>	<u>Description</u>
A	RJSeal Descriptive Literature
B	Copper Slag – Technical Specifications
C	Lab Tests on Core Samples from RJSeal™ Test Strip



TS² Consulting Inc.
Lamma, Hong Kong

Crown Capital Enterprise Limited.

RJSeal Application
 Batu Tiga - Federal Highway -route #2 - Kuala Lumpur
 Near Shah Alam

Appl. Date 08-May-06
 Prepared by Anthony G. Speed
 Updated by Anthony G. Speed
 Updated 15-May-06

08-May
 Pavement Temp - C 26
 Air Temperature - C 27
 Relative Humidity 75%

Work Schedule

Assumptions

Slow (shoulder) Lane	50.0	Metres
Driving Lane width	3.65	Metres
Area - Slow lane	182.5	Sq Metres
Slag Applied	50.00	kgs
RJSeal - Can #1	27.0	Kgs
RJSeal - Can #2	12.0	Kgs
RJSeal Applied	39.0	Kgs

Note Can #Two had 15 Kgs left inside after demo.

Conversion Factors

US Gallon=	3.78	Litres
Sq Metre=	10.76	Sq Feet
Sq Metre=	1.20	Sq Yds
RejuvaSeal	1.06	S.G.
Metre	3.28	Feet
One Can	22	Kgs
Kg	2.204	Lbs

Crew Consist No

Labourers	3
Conscriptors	2
Supervisor	1
Total	6

Date	Work Time (hrs)	Comments	Total Area m ²	Total Area yd ²	RejuvaSeal Applied			Application Rate				Slag Applied		
					US gals	litres	kilograms	USGal /yd ²	Litres /m ²	m ² /Litre	m ² /Kg	Kg /sq metre	Lbs /sq yard	
08-May	21:30 - 21:40	0.17	Preparation	-	-	-	-	-	-	-	-	-	-	-
	21:40 - 22:20	0.67	Rolling RJS	183	218	10	37	39	0.045	0.20	4.96	4.68	-	-
	22:20 - 22:40	0.33	Slag Applic	-	-	-	-	-	-	-	-	-	0.3	0.5
	22:40 - 23:00	0.33	Clean-Up	-	-	-	-	-	-	-	-	-	-	-
	Totals	1.50		183	218	10	37	39	0.045	0.20	4.96	4.68	0.3	0.5

6 Man Crew	
m ² /man hr	yd ² /man hr
-	-
45.6	54.5
-	-
-	-
20.3	24.2

*Batu Tiga on Federal Highway Route 2, along The North South
 Expressway Central Link near Shah Alam, traverse southwards towards the Kuala Lumpur International Airport

Chronology of Events

08-May

- 9:00 PM Arrive at jobsite. Carrying out preparation works including, taping white lines, mixing barrels of RJSeal
- 9:20 PM Traffic Diverted from Slow Lane with Cones, Apply tape to White Line
- 9:40 PM Start rolling RJSeal onto the shoulder lane
- 10:20 PM Finish rolling RJSeal onto the above section, commence Copper Slag Application
- 10:40 PM Finish applying Copper Slag
- 11:00 PM Complete removing tape & testing & clean-up
- 12:25 PM Return and Conduct Testing on completed test strip
- 5:00 AM Road Open to Traffic

Re-Stating Calculations

Test Section	Start	Finish	Length	Driving Lane	Shoulder	Area
Slow Lane	KLTES1	KLTES2	50	3.75	n/a	187.5

Item	Description	Km Marker	GPS #	47 N Grid		UTM 50Q No	UTM East	Diff N	Diff E	Distance	Distance x Distance
				Latitude	Longitude						
1	Start of RJSeal Strip		KLTES1	03° 04.948'	101 34.440'	KLTES1	341055	786107			
2	Finish of RJSeal Strip		KLTES2	03° 04.949'	101 34.466'	KLTES2	341057	786156	-2	-49	2404.9216 2405

Testing Location	KM Marker	Water Penetration ml/min	Outflow Meter seconds	Sand Patch Test					Depth of Structure mm	British Pendulum		
				D1	D2	D3	D4	Avg dia mm's		Area sq mm	BP#	Comments
KLTES1	-0.6 metres	0	5	250	260	255	240	251.3	49,554	0.504	n/a	Before RJSeal
	+0.6 metres	0	5	245	230	230	240	236.3	43,814	0.571	n/a	After RJSeal

Volume of Sand (cc's)
25000

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RJSeal™ Federal Highway Route No. 2, Shah Alam, Selangor, Malaysia

May 8, 2006

1.0 INTRODUCTION

"Crown Capital Enterprise Limited of Hong Kong through its agent Kalvani International Limited of Singapore and its exclusive agent Viva Anggun Sendirian Berhad in Malaysia entered into arrangement with Projek Lebuhraya Utara Selatan (PLUS) and Projek Penyelenggaraan Lebuhraya Berhad (PROPEL) Kuala Lumpur, it's highway / expressway maintenance company on 8 May 2006". This arrangement calls for the analysis of the performance of RJSeal™, a sealer/rejuvenator for asphalt pavement on Federal Highway Route No. 2 near Shah Alam, Selangor, Malaysia.

Malaysia is located in the tropics, comprising the southern portion of the Malaysian Peninsular, immediately south of Thailand, plus Sarawak and Sabah on the north coast of Borneo. The majority of the country is positioned just north of the equator. Malaysia is separated from Singapore by the Straits of Johor and from Sumatra, the largest island of Indonesian Archipelago, by the Straits of Malacca. Malaysia has an extensive history, relating to the fact it's located on the Straits of Malacca, a significant maritime trading route between South East Asia, the Middle East and East African States.

Malaysia has a major north-south highway system on the Malaysian Peninsula, linking the major cities of Kuala Lumpur, with Georgetown (Penang) and eventually Hat Yai in the north and south with Jahor Bhatu that is linked to Singapore via two causeways. Furthermore there is a major east-west highway connecting Kuala Lumpur with Port Kelang. See figure 1.0 for a map showing the location of Malaysia with respect to its Indonesian, Thai and Singapore neighbours. The capital city is Kuala Lumpur, which lies at 20 to 100 metres in elevation, with suburbs now sprawling out for a distance of some 20 kilometres from the city centre. Malaysia enjoys a tropical climate with temperatures ranging from 40 Celsius to a more moderate 25 Celsius in the late evenings. Thunderstorms occur almost on a daily basis.

In the immediate Kuala Lumpur area, there are minimal exposures of the sedimentary rock sequence. Drainage channels afford limited opportunities to see the bedrock. The asphalt in the area is manufactured from imported materials, which is comprised of crushed and screened granites and diorites hauled in from quarries, as well as washed sand and gravel from the various rivers. The bitumen binder for the asphalt is sourced from various locations offshore and refineries, principally Singapore.



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Crown Capital Enterprise Limited
 Federal Highway – Route 2
 General Location Map
 Figure 1.0

2.0 CO-OPERATIVE PROGRAM

The intent of the arrangement with PROPEL of Kuala Lumpur is to demonstrate RJSeal^T and subsequently allow analysis of the performance of RJSealTM on a variety of asphalt surfaces. A demonstration was undertaken on May 8, on Federal Highway Route No. 2, near Shah Alam, Selangor, some 20 kilometres south west of the city centre of Kuala Lumpur, Malaysia. This highway leads to Port Kelang. The portion of the road that was treated was composed of asphalt pavement of mid-1993 vintage that had been milled and an overlay applied in 2003. The thickness of the overlay and base are not known. No details are known about the subgrade, but inspection of the shoulders show a sandy-silty material. Knowing construction techniques in roads in general, minimal gravel would be used for an immediate coarse base, beneath the asphalt pavement. The surface of the asphalt has a fairly coarse texture and no concern had been expressed about hydroplaning during heavy rains. Keen interest was expressed in having the life of the asphalt pavement extended.

3.0 RJSeal™

RJSeal™ is a proprietary product that is supplied by Crown Capital Enterprise Limited of Wanchai, Hong Kong. RJSeal™ has been proven in numerous applications in North and South America and recently in China to rejuvenate asphalt pavement at various stages of its life and economically extend the life of the pavement. RJSeal™ 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 that outlines the experience with RJSeal™ at various locations in North America and South America as well as China. Further information is available from Crown Capital Enterprise Limited. RJSeal™ has been used at numerous airports in North and South America, as well as highways in Alberta, Canada; Cearo State, Brazil and other locations in the U.S.A. Since 2000, RJSeal™ has been demonstrated successfully at over fifty (50) locations in China and fifty eight (58) commercial-scale applications have taken place at various locations, such as Beijing, Shanghai, ShenYang, ChangChun, Harbin and Xi'an. Within the last 6 months, demonstrations have also been undertaken in Singapore at Changi Airport and also on several streets.

Detailed Map



Job Site



Crown Capital Enterprise Limited
Federal Highway – Route 2
Specific Location Map
Figure 4.0

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

Table 4.2		Details on RJSeal™ Application on Federal Highway - Route No. 2								
Work Schedule (am/pm)	Work Time (hrs)	Total Area m ²	Total Area yd ²	RJSeal Applied			Application Rate			
				US gals	litres	Kgs	USGal /yd ²	Litres /m ²	m ² /Litre	m ² /Kg
21:30 - 21:40	0.17	Preparation		-	-	-	-	-	-	-
21:40 - 22:20	0.67	183	218	10	37	39	0.045	0.20	4.96	4.68
22:20 - 22:40	0.33	Slag Application		-	-	-	-	-	-	-
22:40 - 23:00	0.33	Clean-Up		-	-	-	-	-	-	-
Totals	1.50	183	218	10	37	39	0.045	0.20	4.96	4.68

Ambient temperatures were 27 degrees Celsius at the commencement of work at 9:30 pm pm, with humidity in the 80% range. The application of RJSeal™ was undertaken on the eastbound shoulder (slow) lane. The work area was treated with copper slag at an application rate of 0.3 kgs/square metre, immediately after the application of RJSeal™. The intent was to see if the copper slag improved the skid resistance of the eastbound lane. Photos showing the application of RJSeal™ follow in figures 4.1 and 4.2 on the following pages.

The site was visited on May 9 around 10:30 am and a difference was readily perceived between the RJSeal™ treated section and the adjoining untreated portions. See figure 4.3



Figure 4.1 Typical Application Procedure

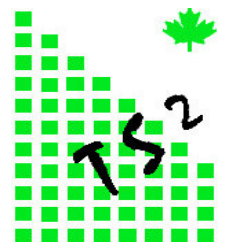




Figure 4.2 Copper Slag Application

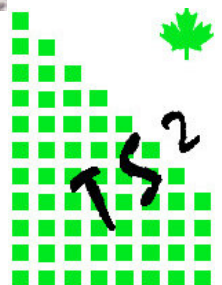
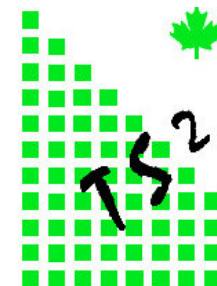




Figure 4.3 Finished Surface



4.1 RJSeal™ Testing

To date the comparison of the asphalt treated with RJSeal™ has been compared on a subjective basis over a very short period on Federal Highway Route No. 2, Shah Alam, Selangor, Malaysia. Testing equipment was brought to the site for comparison on a more disciplined, objective basis included the following tests.

- Skid Resistance
- Water Penetration
- Macrotexture (Depth of Texture)

At a later date, cores will be acquired from the asphalt pavement for laboratory testing and the following properties of the asphalt pavement will be determined:

- Viscosity
- Ductility
- Penetration
- Softening Point

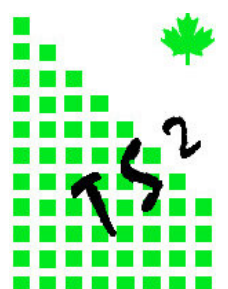
4.2 HydroPlaning Potential

An “Outflow Meter” manufactured in the U.S.A. by Humble Equipment Company of Ruston, Louisiana and sold under the trademark “Outflow Meter” was used to measure the asphalt pavement’s macrotexture, to ascertain the hydroplaning potential on the RJSeal™ treated surface, versus the untreated surface. The procedure is documented in the ASTM Testing Standard E2380. 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 pavement surface, if hydroplaning is to be minimized. Results of the testing are shown in the table below:

Table 4.3		Outflow Meter Testing				
Testing Location		Particulars of Testing Location			Outflow Readings	
Latitude	Longitude	Distance from west end of test strip	Lane	Location (wheelpath)	Before seconds	After seconds
03 ^o 04.948 ‘	101 ^o 34.440’	-0.6 metres	Eastbound	Left	5	n/a
03 ^o 04.948 ‘	101 ^o 34.440’	+0.6 metres	Eastbound	Left	n/a	5



Figure 4.4 Outflow Meter



4.3 Water Penetration

Water Penetration Tests (China Testing Standard T 0730-2000) were undertaken at several locations on the untreated portion of the road, in close proximity to the test strip and later on the RJSeal™ treated section. Particulars of the tests are shown in the table that follows

Table 4.4		Water Penetration Testing				
Testing Location (Lat/Long)		Particulars of Testing Location			Water penetration	
Latitude	Longitude	Distance from west end of test strip	Lane	Location (wheelpath)	Before	After
					ml/min	ml/min
03 ^o 04.948 ‘	101 ^o 34.440’	-0.6 metres	Eastbound	Left	0	n/a
03 ^o 04.948 ‘	101 ^o 34.440’	+0.6 metres	Eastbound	Left	n/a	0

See Figure 4.5 that follows for a pictorial presentation of the Water Penetration Meter.

4.4 Macrotexture (Depth of Texture)

The sand patch test (ASTM Standard E965-96 OR China Standard T 0961-95) was used to ascertain the Pavement Macrotexture Depth. Comparison was undertaken at several locations on both the untreated and RJSeal™ treated sections. The results of the testing are documented in the table that follows:

Table 4.5		Sand Patch Testing				
Testing Location		Particulars of Testing Location			Depth of Texture	
Latitude	Longitude	Distance from west end of test strip	Lane	Location (wheelpath)	Before	After
					mm	mm
03 ^o 04.948 ‘	101 ^o 34.440’	-0.6 metres	Eastbound	Left	0.504	n/a
03 ^o 04.948 ‘	101 ^o 34.440’	+0.6 metres	Eastbound	Left	n/a	0.571

The results from the sand patch testing indicate that the depth of texture of road surface is adequate. The application of copper slag on the eastbound lane to improve the skid resistance was not essential, but undertaken for demonstration purposes. .

See Figure 4.6 which follows, showing the sand patch testing procedure.



Figure 4.5 Water Penetration Meter

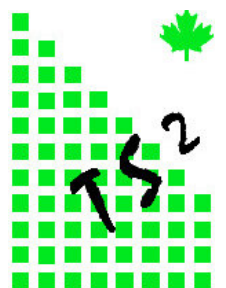
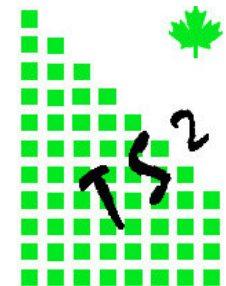




Figure 4.6 Sand Patch Test



4.5 Skid Resistance Tests

This aspect of the testing was conducted by IKRAM Engineering Services Sdn. Bhd (Pavement Research Section) for Soil Centralab Sdn Bhd. (wholly owned subsidiary of PROPEL on June 30, 2006. This is some 7 weeks after the actual application of the RJSeal™ (May 8, 2006)

The Skid Resistance testing was undertaken with a British Pendulum as prescribed in ASTM testing Procedure E303 and the results are as follows:

Table 4.6		British Pendulum Tests					
Sample ID	Temp of Test Surface	Measured SRV					Corrected SRV at 35 deg C
		1	2	3	4	5	MEAN
point 1	33.0	57	60	65	62	63	60
point 2	33.0	55	56	57	57	58	56
point 3	32.0	56	58	59	58	57	56
point 4	33.0	60	61	62	63	63	61
					Average		58

These results are acceptable to PROPEL, who require a minimum of 55 for highways.

4.6 Ductility/Softening Point/Penetration Testing



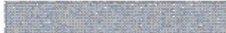






This aspect of the testing is beyond the capabilities Crown Capital Enterprise Limited and Kalvani International personnel and its exclusive agent Viva Anggun Sendirian Berhad in Malaysia has been sought from outside experts in the field of Asphalt Testing. To this end, PROPEL have retained IKRAM Engineering Services Sdn. Bhd. of Selangor (pavement material & QA/QC), which has appropriate testing facilities for asphalt cement to conduct tests on core samples from the RJSeal™ treated section. This is reported separately in Appendix C to this report.

5.0 Test Completion Schedule

Technicians from IKRAM Engineering Services Sdn. Bhd, will undertake testing on the trial section. The projected completion of this testing is scheduled as shown in the following chart.

ID	Task Name	Duration	Start	Finish	2nd Quarter							3rd Quarter						
					2nd Quarter							3rd Quarter						
					Mar	Apr	May	Jun	Jul	Aug	Sep							
1	Negotiate Agreement	25 days	Mon 4/3/06	Thu 5/4/06														
2	Confirm Agreement	1 day	Fri 5/5/06	Fri 5/5/06														
3	Site Inspection	1 day	Wed 4/5/06	Wed 4/5/06														
4	Hiatus	18 days	Thu 4/6/06	Fri 4/28/06														
5	Application	1 day	Mon 5/8/06	Mon 5/8/06														
6	Inspection & Field Test	1 day	Tue 5/9/06	Tue 5/9/06														
7	Draft Technical Report	5 days	Wed 5/10/06	Tue 5/16/06														
8	Hiatus	37 days	Wed 5/10/06	Thu 6/29/06														
9	Core Sample Acquire	1 day	Fri 6/30/06	Fri 6/30/06														
10	Hiatus	50 days	Mon 7/3/06	Fri 9/8/06														
11	Core Tests in Lab	2 days	Mon 9/11/06	Tue 9/12/06														
12	Report on Lab Tests	4 days	Wed 9/13/06	Mon 9/18/06														
13	Hiatus	7 days	Tue 9/19/06	Wed 9/27/06														
14	Final Technical Report	2 days	Thu 9/28/06	Fri 9/29/06														

Project: Federal Highway Route 2
Date: Tue 9/26/06

Task		Milestone		External Tasks	
Split		Summary		External Milestone	
Progress		Project Summary		Deadline	

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. I am a member with the Hong Kong Institute of Engineers as a Civil Engineer.
- IV. THAT my 37 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 to Malaysia in April 2006 to inspect roads in the area and again in May to attend the RJSeal™ demonstration as described in this report.

Dated at Hong Kong, this _____ day of September, 2006

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

CROWN CAPITAL ENTERPRISE LIMITED

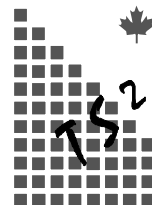
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May 8, 2006

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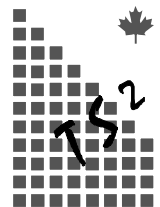
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May 8, 2006

Appendix A

RJSeal™ Descriptive Literature



**TS² Consulting Inc.
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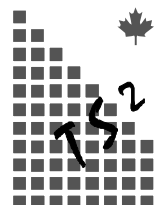
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**Demonstration of RJSeal™
Federal Highway Route No. 2,
Shah Alam, Selangor, Malaysia**

May 8, 2006

Appendix B

Copper Slag – Technical Specifications



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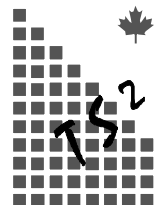
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**Demonstration of RJSeal™
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Shah Alam, Selangor, Malaysia**

May 8, 2006

Appendix C

**Lab Tests on Core Samples
from RJSeal™ Test Strip
prepared by
IKRAM Engineering Service Sdn. Bhd
Kuala Lumpur**



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