Corporate Profile 2016

Specialists In:

General Road Maintenance
(Jetpatcher Asphalt Repair Machines)

Road Construction
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**Introductory Summary:**

Jetpatcher SA (established in 2007) is a company incorporated with the specific purpose, to make a difference in the society we live in today. We have a diverse interest in Road Construction and General Road Maintenance. It is of utmost importance to structure our business efficiently, thereby also ensuring the success of our partners. We believe in building strong, long-term relationships with our partners and achieving business success through the fusion of positive value systems and a shared vision. We are positively and enthusiastically reaching out to embrace the future.

**Corporate Values:**

Jetpatcher SA believes in treating everyone with honesty, fairness, and respect; conducting its business with the highest level of integrity; and open, informal communications, hard work, and sound financial management. The enterprise’s business culture is based on these corporate values. Jetpatcher SA is committed to service leadership. To meet that commitment, Jetpatcher SA and its team shall deliver the best services to the market ahead of its competition on a consistent basis. The company will measure its success by extremely satisfied clients, higher client retention rates, broader client relationships, increased market share and consistent implementation of the corporate values and corporate philosophy, resulting in ever-increasing revenues, earnings, and stakeholder value.

**Objectives:**

- To offer an opportunity to the previous disadvantaged to be able to earn an income.
- To offer an opportunity for the small/medium micro entrepreneurs.
- Suitable for sustainable development projects.
- To become a preferred supplier in the specialized solutions it offers.

**Vision Statement:**

The purpose of Jetpatcher SA is to be a market leader in the specialized field on offer and a total solution in South Africa/Africa and to promote local Economic Development through BEE based projects and the involvement of Small, Medium and Micro Enterprises.

The Jetpatcher SA solution should seek to promote BEE - based methods in the participating industries that promote the following:

- Local economic development
- Contractor development
- Small, Medium and Micro enterprises
- The promotion of the participation of woman and youth in construction and maintenance

**In order for Jetpatcher SA to be effective, the organization should be recognized as a leader providing solutions of the highest standard at an affordable cost.**
Mission Statement:
All members of Jetpatcher SA achieve synergy and subscribe to the vision of the organization by actively pursuing the purpose of the organization.

The organization will pursue its purpose by: Developing and supplying a solution to each specific challenge, through research and design that conforms to international standards and appropriate technology. The solution process will conform to the requirements of effectiveness, efficiency and economy thus generating a product that exceeds the required levels of consistent quality at an affordable price to the satisfaction of the end-user. The solution process will be constantly reviewed to stay abreast with global standards and that sound labor practice is promoted. By: Ensuring that it develops a pro-active engagement system that is customer orientated. The Jetpatcher SA solution will conform to all environmental legislation and that promotes ease of use.

Contributing to the economic development of Southern Africa/Africa by seeking opportunities for the development of small, medium and micro enterprises in accordance with a relevant contractor development and labor based program. Jetpatcher SA will ensure that the project implementation processes of the organization seek to empower previously disadvantaged individuals to participate in the operations of the organization. Jetpatcher SA will be managed and operated along strict business principles and practices that conform to the requirement of accountability and sound corporate governance.

Keys to Success:
Jetpatcher SA will achieve its objectives by maintaining its professional reputation amongst its clients; The Jetpatcher SA team will provide a professional approach to exceptional quality services which meet budget and schedule goals of its clients.

Further keys to success include:
- Superior Client Service: high-quality client care and service
- Competitive pricing
- Environment: Assist with a clean environment through the processes applied
- Reputation: credibility, integrity, and 100% dedication

All activities will be in compliance with legislation and statutory requirements

Social Responsibility (CSR):
Jetpatcher SA is focused on a range of values beyond profit such as; human rights, environmental protection, contribution to local communities, and workplace diversity among others. The company wants to build a solid reputation as a company that cares. By succeeding in these areas, the company will not only be a good corporate citizen externally, but internally its CSR will focus on the employees. A health initiative to improve employees’ health awareness will address social issues such as TB and HIV/Aids. Women and the youth will be empowered in the workplace with initiatives aligned with the national gender and youth development agenda. Believing that CSR has also to do with full compliance to the law, other social issues such as environmental protection, human rights, labor practices, fair operating practices and contributions to the community and society, will be addressed on an operational level.

Service Philosophy (Business Ethics):
Jetpatcher SA has a strong commitment to achieve a level of excellence in all its fields of operation. Jetpatcher SA therefore works to provide affordable, first-class services. This will be achieved through:
- Marketing: Differentiating Jetpatcher SA services from competitors
- Service quality: Excellent service provided by dedicated and trained staff
- Reputation: Maintaining a highly regarded reputation for excellence, being the provider of choice in our target market
- Profitability: Controlling costs and managing budgets in accordance with Jetpatcher SA business goals, adhering to strategic business action plans for growth and expansion and reinvesting in the business and its employees

**Key Business Strengths:**
The Jetpatcher SA technology is leading world class methods used in solutions globally. The accumulated experience of operators internationally provides a rich source of knowledge for clients. This specialized technology is available for South African clients through the services of Jetpatcher SA. Jetpatcher SA leadership rests on technical and professional expertise, with each of the directors adding to the value proposition available for clients.

**Products and Services**

**Positioning Statement:**
Jetpatcher SA builds its professional reputation on the principle of value: being a valuable partner to its clients adding value to the budget of its clients, adding value to the lifetime of expensive resources. Each client of Jetpatcher SA will therefore receive personal, professional and cost-effective services. Through its connection with international operators, the team of Jetpatcher SA will stay informed of new technologies and developments. This knowledge sharing environment will benefit the client.

**Value Proposition:**
The value proposition of Jetpatcher SA is quite clear and quite easily distinguished from others in the market. Jetpatcher SA provides extended value. It will succeed by offering its clients' close personal attention.

**Health & Safety Positioning:**
Responsible investment in the health and safety of clients and staff compels Jetpatcher SA to seek maximum value rather than minimal costs when it comes to these matters.

**Improved Safety:**
Employees are compelled to adhere to the Occupational Health and Safety Act and industry related regulations.
Products And Services:
Jetpatcher

A COST EFFECTIVE, DURABLE SOLUTION FOR ALL ROAD REPAIR NEEDS.
Jetpatcher provides the Solution for Government and private business for cost effective, time saving and long lasting road repair and general road rehabilitation.
The company uses time tested technology, the Jetpatcher method. The Jetpatcher process is versatile with unique, cost saving features.
It is used by governments internationally, as potholes and road maintenance/rehabilitation is common to all countries.
The Jetpatcher is basically a truck that is capable of patching potholes and perform various road rehabilitation and preventative maintenance (crack sealing) services with great proficiency. This method has a proven track record and has been used internationally by all levels of government as well as private business for over 25 years in more than 25 countries (Over 600 units in operation worldwide). The Jetpatcher method fixes a pothole problem in about 5-7 minutes, compared with conventional methods of fixing potholes which take approximately 45 minutes.
The Jetpatcher versatility is evident in its use in an urban and rural environment. Jetpatcher can be used to repair roads with many minor potholes close together, and to smooth damaged verges.
There is no doubt that the technology, the proven reliability and the effectiveness of the Jetpatcher patching process results in significant savings in road repair and road maintenance costs.
The Jetpatcher method provides a cost effective way of maintaining the wearing surfaces of asphalt: roads, car parks, footpaths, industrial areas including repairs of potholes, crack seals etc. The traditional method of repair involves a team of up to eight people with shovels, buckets and wheelbarrows, and a truck-load of asphalt, they clear area, fill the holes, then use a roller to smooth the surface. Sometimes the crew needs to dig out the damaged road surface before filling begins. The Jetpatcher does all this in one smooth operation, then moves on to the next pothole as traffic resumes its path over the newly repaired road. The Jetpatcher is capable of doing hundreds of repairs a week.
**CURRENT PROJECT** (2015-2016)

**Pragma & Shell**. Now joining forces, Jetpatcher is privileged to be the solution to our South Africa Shell garage’s road problems. We have been running this project with Pragma since the beginning of October this year and already have 100 shell garages locally on board to better their road surfaces. All Pragma standards and accreditations were met by Jetpatcher by attending and completing various compulsory courses, such as, PTW/GAS/HSEQ/REFIGHTING/MEDICAL/SHAID etc. Our Teams consist of members who truly understand the Pragma rules & system and we believe this is just the entry platform to reach other firms such as Engen, Total, BP etc.

**Fuel Retail (Pragma/Shell) Requirements (2015-2016) completed by Jetpatcher (Inyathi Environmental Technologies)**

- Permit To Work (PTW Training)
  - Attending the Shell Retail PTW System Training and passing the PH qualifying test every two years
  - Preparing a Job Hazard Analysis and any other documents required
  - Discussing the job fully with the PI before signing to accept the Permit
  - Providing input into the controls necessary to manage risks
  - Explaining to the work crew the details of the work and any potential hazards and controls
  - Enforcing compliance with the Permit including verifying that the precautions are maintained throughout the work and that the work stays within the limits and conditions specified on the Permit (area, scope of work, time, etc.)
  - Being present personally at the work site at all times during the Permit controlled work. If the PH must leave the work site during performance of the work, the Permit shall be cancelled and all work shall stop until such time a new Permit is issued
  - Having the Permit and attachments readily accessible at the work site where all Contractor employees can review them
  - Stopping the work and seeking advice from the PI if conditions at the site change
  - Taking the necessary steps to clean the work area and confirming it is left in a safe condition
  - Handing back the Permit to the PI upon completion or suspension of the work

- Gas Testing Permit
- PPE
- Shell/Pragma HSEQ
- Shell Safety Passport Training
- Fire Fighting Training
- First Aid Training
Pragma Audit Report on Legal Compliance
TO: Jetpatcher  
ATTENTION: Chris Hooman

Date: 20 October 2014

RE: Control Framework & Legal Compliance Audit Report

The Control Framework and legal compliance audit was done to determine if Jetpatcher complies with the Occupational Health & Safety Act of 1993 as well as all by-laws and all standards incorporated into the Act and Regulations.

Please note that it is not possible to obtain a score in accordance with the Shell Control Framework due to the fact that the contractor has not conducted any work for Pragma or its client at the time of the audit. It is therefore not possible to evaluate the contractor’s performance against criteria that is unique to the client. For example, the contractor’s application of the phx system, etc. To this end, the contractor was evaluated based on legal requirements and, as far as is reasonably practicable, the extent to which the contractor maintains good management practices.

Where possible, the contractor was evaluated under the “general maintenance” section of the control framework.

Feedback and overall review:

The audit covers Jetpatcher (Johannesburg Office). No sites in the Johannesburg vicinity were available for audit. It was agreed that the contractor will notify the auditor should a site for evaluation become available.

It must be stated that this contractor performed exceptionally well during their evaluation against legal compliance requirements.

The auditor is of the opinion that this performance is attributed to the following factors:

• Competence of the management system custodians
  The management system and the company’s overall HSSE performance is managed by an extremely competent HSSE professional who is a highly skilled individual within the HSSE subject matter domain and his formal qualifications are aptly complemented by years of experience within the industry. Although this experience is not necessarily within the retail fuels environment, the incumbent demonstrated a keen understanding of the challenges that are unique to the petroleum industry and it is therefore expected that operations and migration into the petroleum market should be fairly easily concluded.

• Leadership and commitment
  The level of commitment from the highest echelons of management is clearly visible. Senior managers are actively involved in decision-making as it pertains to HSSE matters, and were all present during the course of the audit.
The following was found during the audit:

**Office:**

- The contractor was extremely well prepared for the audit. The management system was presented and ready for scrutiny in both hard and electronic copies.
- It was a pleasure to experience the level of commitment from the owners of the business who were present during the audit and who could actively converse and contribute to discussions around HSSE.
- The contractor’s management system is well evolved and is completely aligned to the OHS Act and Regulations.
- The contractor’s safety practitioners should be commended for their attention to detail. The management system also includes best practice standards and procedures for the maintenance of risk assessments and also has an operational manual with procedures that incorporates HSSE requirements.
- Due to the contractor’s history, an exceptional knowledge base in terms of public liability and road- and roadside work is present. Lessons learnt from this contractor could contribute tremendously towards the knowledge base of other contractors in our market.
- On the downside, it is challenging for any contractor who is new to the market to incorporate Shell requirements and the Shell philosophy into their everyday operations. However, it would seem that this contractor has the capacity to do this with ease provided that they receive adequate support and guidance from the client.

The contractor uses office facilities within an industrial park located in Clayville East, Johannesburg.

<table>
<thead>
<tr>
<th>Findings:</th>
<th>Comments:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facilities are clean, neat and excellently maintained. Construction vehicles, that are a focal point of the contractor’s operations, are exceptionally well maintained. The contractor’s representatives are well-versed in the unique risks associated with the use of these vehicles, and can confidently converse in matters related to the items that are included in their risk assessments.</td>
<td></td>
</tr>
</tbody>
</table>
As above. Evidence of the implementation and maintenance of good HSSE practices are clearly evident.

I trust you will find the above in good order.

Regards,

T. De Klerk (Consultant House of Safety)
This is to certify that

Adriaan Albertus van Jaarsveld
820308 5108 084
from
Inyathi Environmental Technologies
has successfully completed the
PERMIT TO WORK TRAINING
This person is competent as Permit Issuer
Competent as PI (Hot Work/Farecourt work only)
SHELL/RET/CHS/M/03/PTW/VER5/PRAG/937

For a learning period of
10-12 November 2015

TRAINER: Casey Wolters

Date of certification: 12 November 2015
Place: Johannesburg
This certificate expires 12 November 2017

Operate at your Optimum
This is to certify that
Balibali Derrick Rambuda
890514 5245 082
from
Inyathi Environmental Technologies
has successfully completed the
PERMIT TO WORK TRAINING
This person is competent as Permit Holder
Competent as PH (Fork Lift Driver & Maintenance only)
5HELI/0TCP/0GLO/0HSE/0PT/0W/0VRS/0PA/0G/005
For a learning period of
21 - 23 October 2015
TRAINER: Casey Wolters
Date of certification: 23 October 2015
Place: Cape Town
This certificate expires: 29 October 2017
Operate at your Optimum
HSSE COMPETENCE AND DEVELOPMENT

Certificate

This certifies that, having satisfactorily completed the prescribed Course of Study and, subsequently satisfied the relevant Competence Assurance requirements,

Rambuda B.D.
Jetpatcher

I.D. No.: 8905145245082

Is competent to perform the following HSSE Critical Tasks within the Oil Industry:

1. Authorized Gas Tester

Signed: ....................
Training Facilitator
A.T. Caltz
(08117276 Can No. FABEDP12/01)

Date of Certification: 20th November 2015
Place: Cape Town 24
This certificate expires on: 20th November 2018
Certificate No: PRO/HSSE/PTW/PRO CT24-03
**Road Construction**

**Fields of Experience and Expertise**

**Crack Seal**
Crack sealing is one form of preventative maintenance that ensures the consistent operation of highways, national roads and parking areas. Pavement cracks develop due to expansion and contraction caused by temperature fluctuation. These cracks allow water to penetrate the pavement base and sub-base materials causing pavement elements to lose structural integrity and leading to potholes and ultimately degradation of asphalt and concrete surfaces. Most importantly crack sealing lengthens the life of roads. As an added benefit, crack sealing is executed at one-sixth the cost of conventional pavement rehabilitation or reconstruction.

**Slurry Seal**
Slurry Seal is the most versatile pavement surface treatment system and highly cost effective. Slurry Seal is also unique in its ability to deposit a durable bituminous mixture accordance with the demand of a variably textured surface – filling cracks and voids, sealing weather - tight and providing color and texture delineation in a single pass. The use of slurry seal will significantly extend the life of the existing pavements by protecting the under-surface from damage caused by water.

**Asphalt Paving**
There are many reasons the highway Engineers and motorist prefer asphalt. Simply stated, asphalt pavement designed and built to last. Most roads are constructed in layers, with each layer playing its part in delivering the best infrastructure possible. When it’s all put together, asphalt pavements can handle the toughest traffic punishment.

Three different use of Asphalt Surface
1. Overlay
   An overlay is where an existing asphalt surface gets another layer on top.
2. Inlay
   An inlay is where the existing asphalt surface gets milled out by using a Milling Machine and gets replaced by a new asphalt surface.
3. New Construction
   Asphalt Surfacing will be used on a new road that gets built.
Other Services Offered By Jetpatcher/ Inyathi Environmental Technologies:

SEVERAL OF THE BELOW SERVICES IS SUB CONTRACTED BY OUR PREFERENCES SUPPLIERS:

Other Services Offered.

1. REINFORCED CONCRETE

   This field of expertise involves experience and proficiency in:
   - The design of reinforced concrete to SABS 0100 Parts 1 & 2 and in conformity with all applicable standards.
   - Knowledge of all aspects of concrete technology pertaining to structural concrete.
   - The design and detailing of foundations for structures in any soil condition.
   - Knowledge of good practice in curing of concrete

2. PAVEMENT & GEOMETRIC DESIGN, EARTHWORKS

   This field of expertise involves experience and proficiency in:
   - Interpretation of geotechnical information in order to proceed with pavement design according to the TRH design manuals.
   - Knowledge of all aspects of geometric design of roads.
   - Traffic impact analyses.
   - Undertake and interpret traffic studies in order to design intersections, access to institutions, taxi ranks, bus terminals and parking areas.

3. DRAINAGE STRUCTURES & STORM WATER CONTROL

   This field of expertise involves experience and proficiency in:
   - Interpretation of contours and landscape information in order to proceed with the design of culverts and drainages to control storm water.
   - Knowledge of all aspects of hydraulic design for roads.
   - Hydrological and hydraulic calculations to design storm water structures and storm water management systems.
   - Undertake and interpret patterns of water flow studies (soil type, vegetation, catchments, etc.) in order to design appropriate drainage structure.
Jetpatcher Sole Distributorship

Jetpatcher Corporation Ltd

82 The Concourse, Henderson, Auckland 0610
PO Box 83 221, Auckland 0652
Phone: +64 9 838 5695
Fax: +64 9 837 5566
Email: mail@jetpatcher.com

To whom it may concern

RE: Letter of Authority / Confirmation - Exclusive Distributorship for Africa

We, Jetpatcher Corporation Ltd, hereby confirm that Inyathi Environmental Technologies CC, represented by Mr. Chris Hooman, have the sole and exclusive rights as the distributor for Jetpatcher Road Repair Machinery in Africa, in the following countries:

- **Southern Africa:** South Africa, Botswana, Lesotho, Namibia, Swaziland
- **East Africa:** Uganda, South Sudan, Ethiopia, Eritrea, Seychelles, and Burundi
- **Eastern Africa:** Comoros, Djibouti, Madagascar, Malawi, Mauritius, Mozambique, Reunion, Rwanda, Somalia, Tanzania, Zambia and Zimbabwe
- **Central Africa:** Angola, Central African Republic, Cameroon, Chad, Republic of The Congo, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Sao Tome and Principe
- **Northern Africa:** Sudan
- **Western Africa:** Benin, Burkina Faso, Cape Verde, Cote d’Ivoire, The Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo

Jetpatcher Corporation Ltd will support Inyathi Environmental Technologies CC with a full range of expertise and information that we can provide from our background of more than 20 years in the business of road maintenance, and our full range of Jetpatcher Machinery.

Yours sincerely,

[Signature]

Sally Foot
Authorized Signatory
Guarantees & Compliances

The Jetpatcher machine complies with the following EU directives:

- Machinery Directive 98/37/EC
- Low Voltage Directive (LVD) 73/23/EEC
- Simple Pressure Vessel 117/40/EEC or other applicable
- Electromagnetic Compatibility (EMC) 89/335/EEC
Product Quality and Workmanship one year Guarantee.

Further to our discussions we can confirm that we – Inyathi Environmental Technologies cc - Master License Holder for Jetpatcher Machinery in Southern Africa – are willing to give the above subject to the following:

Any failures that occurred be proven to be a direct cause of:

- Inferior product/material quality.
- Substandard/inferior workmanship.

We do the following to ensure that we don’t get the above occurrences:

- Random checks get done on previously filled potholes on a regular basis by the operational management team as well as pothole inspectors.
- Random test samples get taken from each truck on a frequent basis to ensure consistencies in quality and application methods.
- We also do core drills on holes filled which is more than 4-6 months old, again we then can determine if any adjustments need to be made.
- Regular updated spec sheets get requested from our aggregate and Bitumen suppliers to ensure product/material consistency and quality.

Assuring you of our best attention at all times,

Yours Sincerely,

Chris Hoöman
Managing Director
QUALITY CONTROL – POST INSPECTION

1. General
For the repair of potholes to be effective, a controlled quality-assurance programme must be
followed. Each stage of the process should be checked to ensure that it conforms to the requirements
for that stage. For pothole repairs, the primary requirements are that:
• The fill materials are suitable for the specific layers
• Each layer is properly and adequately compacted to meet density requirements
• The final riding quality is acceptable
• The pothole surface does not form a depression after traffic compaction but rather be
  slightly raised compared with the rest of the road
• All joints are properly sealed
• The patch must be aesthetically pleasing.

2. Control
2.1 Materials must be suitable for the specific layers
The crushed stone, natural gravel or stabilised gravel materials used for filling the potholes should be
tested to ensure that they are suitable. It is unlikely that materials from the same source as those
originally used in the construction will be available. The materials should then comply with typical
requirements for the appropriate material for that layer, as identified in TRH 4 (1996). Locally-
available materials to be used should be tested and their properties checked to conform to the
necessary requirements.

2.2 The layers should be compacted properly
To minimise the potential for the materials used to repair potholes to further compact under traffic, it
is essential that they are compacted properly during patching and the density is controlled. This is
usually done using nuclear-density methods (with gravimetric moisture correction), but this is not
effective within smaller holes or for very thin, localised surface layers. It is often better to use
portable in situ test equipment such as a Rapid Compaction Control Device (RCCD) or Dynamic Cone
Penetrometer (DCP) calibrated on the material used for the patch under controlled laboratory
conditions. Any holes left in the patched material by the in situ testing should be filled as well as
possible. The actual control of compaction of material added to a small patch can be approximated by
measuring the quantity (mass) of material and the change in volume in the hole during compaction.
The density (and relative compaction) can then be determined. Correlation with laboratory testing
using properties such as the bulk density and refusal density can assist in making the necessary
estimates.

2.3 Final riding quality should be acceptable
A straight edge should be used to ensure that the final patch is not too high (> 5-10 mm) above the
surrounding pavement. A 5 to 10 mm ‘hump’ will allow for some traffic compaction without causing a
significant effect on riding quality in the longer term.

2.4 The pothole surface must not form a depression
No patch should exhibit any depression under the straight edge before traffic compaction occurs, as
any additional compaction will have a detrimental effect on the riding quality of the road.
2.5 Joints should be sealed properly
   All patches should be inspected to ensure that there are no open joints between the patch and the
   surrounding material.

2.6 The patch must be aesthetically pleasing
   The final patch should blend into the road as far as possible and should have the appearance of a well-
   engineered product, e.g. straight edges and smooth finish.

3. Post Evaluation

   Procedure:
   1. Random potholes previously filled (2 – 6 months) is picked by the pothole operations admin
      department.
   2. List is compiled for inspection.
   3. List handed to applicable inspector for inspection.
   4. Inspector carries out inspection as per the post inspection directive.
   5. After completion inspection sheet is handed back to the administrator, for appropriate corrective
      action if necessary.
   6. Inspection results are kept on the database for future references.

To carry out appropriate quality control, an evaluation procedure has been put into place (see attached
appendix 3) whereupon the pothole inspector inspects the previously filled holes and check for the following:

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Possible Causes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surfacings Failure</td>
<td>Localised 'lack of surfacing layer; or delamination of previous surfacing</td>
<td>Mechanical or chemical damage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Poor preparation of bituminous with underlying layers, disintegration of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>binder aggregate</td>
</tr>
<tr>
<td>Surfacings cracks</td>
<td>Initially slight longitudinal and transverse cracks, later a map pattern</td>
<td>Binder shrinkage due to aging or reduced binder volume</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No pavement deformation</td>
</tr>
<tr>
<td>Aggregate loss</td>
<td>The crumbling and loss of the surfacing aggregate</td>
<td>Abrasive action of traffic, insufficient binder, wrong binder grade, poor</td>
</tr>
<tr>
<td>(Striping/Fading)</td>
<td></td>
<td>binder adhesion</td>
</tr>
<tr>
<td>Binder condition</td>
<td>Becomes increasingly dry and brittle with time, due to loss of sub bitumen</td>
<td>Normal aging</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and bitumen</td>
</tr>
<tr>
<td>Bleeding or Flushing</td>
<td>Smooth or wet appearance, stones covered with binder film, upward movement</td>
<td>Excess binder, wrong binder grade, embedment or punching of aggregate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of binder relative to aggregate</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in underlying layer</td>
</tr>
<tr>
<td>Deformation/Flattening</td>
<td>Deformation in the wheel path, resulting from compression or shear</td>
<td>Wide and evenly shaped ruts normally</td>
</tr>
<tr>
<td></td>
<td></td>
<td>indicates a problem on the lower layer, while narrow and more</td>
</tr>
<tr>
<td></td>
<td></td>
<td>sharply defined ruts indicate problems in the upper layer</td>
</tr>
<tr>
<td>Water Ingression</td>
<td>Loss of surfacing layer due to the visible ingressation of water</td>
<td>Unstable mix, binder content versus</td>
</tr>
<tr>
<td></td>
<td></td>
<td>aggregate content not in action</td>
</tr>
</tbody>
</table>
Broad-Based
Black Economic Empowerment
Verification Certificate

Inyathi Environmental Technologies CC t/a
Jetpatcher

Registration number: 2004006890/23
VAT number: 4470231509
Head Office, Location: Marnew No. 9, M57 Kempton Park Road, Clayville East Cullinan Transvaal 1866

Verification standard applied: Codes Of Good Practice on Black Economic Empowerment
Issue of the rating standard applied: Section 9 of the B-BBEE Act 53 of 2003
Scorecard applied: Qualifying Small Enterprise Scorecard
Size of enterprise: QSE (> R5 Million annual turnover)

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>WEIGHTING POINTS</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership</td>
<td>25</td>
<td>N/A</td>
</tr>
<tr>
<td>Management Control</td>
<td>25</td>
<td>N/A</td>
</tr>
<tr>
<td>Employment Equity</td>
<td>25</td>
<td>10.42</td>
</tr>
<tr>
<td>Skills Development</td>
<td>25</td>
<td>N/A</td>
</tr>
<tr>
<td>Preferential Procurement</td>
<td>25</td>
<td>25.00</td>
</tr>
<tr>
<td>Enterprise Development</td>
<td>25</td>
<td>25.00</td>
</tr>
<tr>
<td>Socio Economic Development</td>
<td>25</td>
<td>25.00</td>
</tr>
<tr>
<td>Overall Score</td>
<td>100</td>
<td>85.42</td>
</tr>
</tbody>
</table>

Broad Based BEE status level: Level 2 contributor to B-BBEE
BEE procurement recognition level: 125.00%
Black Ownership: 0.00%
Black Women Ownership: 0.00%
Value Adding Supplier (Year/No): No

Although the aforementioned is the current level of turnover/income and is closely related to the economic indicators, it may be more or less in future. Consequently, this certificate does not serve as a guarantee that the income reflected will continue at the same levels.

In our opinion, the B-BBEE Status reflected on this Certificate has been determined, in all material respects, in accordance with the Black Economic Empowerment Codes of Good Practice, gazetted 06 February 2007 in terms of the Broad-Based Black Economic Empowerment Act of South Africa. Our independent reasonable assurance report dated 04/12/2015 is available for inspection at the registered office of Inyathi Environmental Technologies CC t/a Jetpatcher together with the accompanying Scorecard and should be referred to for an understanding of our assurance engagement.

This Certificate has been determined on the basis of information provided by management that may not be complete in all respects. We do not accept or assume responsibility to anyone other than Inyathi Environmental Technologies CC t/a Jetpatcher, for our work, for this report, or for the conclusion we have reached.

Certificate No: 09/12/2015/Q000424
Date of Issue: 09 December 2015
Expiry Date: 08 December 2016
Period of Validity: 12 Months

A F Gatonby CA (SA)
Practice No: 930997
IRBA Registration No: 605298
B-BBEE Approved Registered Auditor
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Where To Find Us:

Contact us for a free quotation or a more detailed presentation on why the jetpatcher SA method is the best Solution for value.

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