

SurfaceTalk

Spring 2009



**Much
Asphalt**

MAKING IT HAPPEN

New Pomona Plant, see page 3

**Murray
& Roberts**

A Murray & Roberts company

Tel: +27 21 900-4400 Fax: +27 21 900-4468

E-Mail: info@muchasphalt.co.za Web: www.muchasphalt.co.za

A LEVEL 3 BBBEE CONTRIBUTOR

Making It Happen

Much Asphalt has undergone a transformation in recent years. We have evolved from a low technology, labour based organisation to a high technology, knowledge based organisation.

We were able to make this happen thanks to

- the commitment of our parent company, Murray & Roberts, in recognising our value proposition and giving us the financial and management support to achieve our objectives;
- our determination to employ the appropriate skills and to implement an ongoing and vigorous programme to further develop the skills of all our employees;
- the transformation of our business to reflect the diversity of our nation and ensure the sustainability of our organisation.

To complete the circle that will make Much Asphalt truly world class, we require a sincere commitment from every member of our team to **Making it Happen**. By this we mean **Make it Happen** in respect of the quality and quantity of outputs; **Make it Happen** in respect of living and supporting our core values; **Make it Happen** by entrenching a safety culture within the organisation.

This simple commitment from all our employees will complete the final step that will take Much Asphalt from good to great by **Making it Happen** for all our loyal clients, who are entitled to the best we can offer.

– Phillip Hechter



Much Asphalt managing director Phillip Hechter.

Central lab once again gets SANAS thumbs up



Congratulations to the Central Laboratory team responsible for maintaining world class standards (from left): Morgan Strydom, Henry Appollis, Jonathan September, Alec Rippenaar and Rumarques Brown. Gaylene Adams is missing from the picture.

Much Asphalt's Central Laboratory in Eerste River, Cape Town, has successfully renewed its SANAS accreditation for the third time since it was initially accredited in 2006.

SANAS (The South African National Accreditation System) is recognised by the South African Government as the single national accreditation body that formally assesses the competence of laboratories, certification bodies, inspection bodies, proficiency testing scheme providers and good laboratory practice (GLP) test facilities.

"We have reduced our non-conformances from 18 at our

initial assessment to 10 at our first re-assessment, to only two during the most recent assessment in May and June this year," says Central Laboratory manager Alec Rippenaar.

"You will always get non-conformances and you can get hundreds," he points out. "This is not always a bad thing as it opens up opportunities to improve your systems. However, accreditations have been suspended in our industry due to deterioration in conformance.

"We believe we are up there with the best in this industry and our ultimate aim is to be the best in the business."

Brand power

Whoever said it was difficult to get excited about marketing asphalt? Much Asphalt's marketing director, John Onraët, went out on a limb when he decided to brand wrap company vehicles to get the company name more "out there" in the public. The eye-catching result is sure to drum up some interest. Look out for our brand wrapped vehicles in Gauteng and Cape Town.



Conforming to best practice

New plant delivers 250t/hour at Pomona



Above: View of the plant with baghouse and generator room in the foreground and hot storage in the background.



Left: Looking from the cabin towards the twin drum configuration.



Above: View from filler silo to cold feed bins.

The new twin drum plant at Much Asphalt's Pomona facility in Kempton Park, Gauteng, was commissioned in August, adding 250 tonnes per hour to Gauteng's output.

The new plant, manufactured and installed by Comar, also incorporates 400 tonnes of hot storage with the option to increase to 1 060 tonnes. World class system monitoring and control technology is used and on-site logistics management has been overhauled to ensure that customer turnaround remains fast and efficient.

The twin drum configuration is capable of handling a wide range of different mixes, including high percentages of reclaimed asphalt (RA), an important requirement in the drive for sustainability of natural resources.

Pomona's central location close to O R Tambo International Airport, the northern Ekurhuleni region and the R21 route makes for quick deliveries to Gauteng Freeway Improvement Programme (GFIP) sites and other projects over a critical industrial and commercial area.

Brian Neville, Much Asphalt's group technical manager for plant, says a new environmental management system has been implemented at Pomona to ensure that the new plant has little to no effect on the environment. "A highly advanced dust filtration system has been installed and we are committed to the preservation and upliftment of the environment in which we co-exist," says Brian.

The offices and laboratory have been upgraded in tandem with the erection of the new plant.

Below: The plant from the stockpile area, with the cold feed in the foreground.



Meeting a massive challenge on the R300

The 220 000 tonnes of asphalt required for the rehabilitation and widening of the R300 linking the N1 and N2 freeways in Cape Town represents the biggest single supply project ever undertaken by Much Asphalt and has called for some innovative thinking.

Heading up the project are Garth Miller, Western Cape regional manager of Much Asphalt, and Jan Beukes, former chief executive of Much Asphalt, who has come out of retirement to lend his many years of expertise to its success.

The construction contract was awarded by SANRAL to a joint venture between Roadmac and Haw & Inglis and involves milling out and replacing the entire road with the addition of two new lanes in the median.

Key stakeholder

Much Asphalt is generally a supplier of asphalt to the road building industry rather than a member of the appointed construction team. However the asphalt supply, transport and paving constitutes about a third of the contract value on the R300 and for this reason Much Asphalt is in the unusual position of being a key stakeholder in the venture.

Asphalt supply began in August 2008 and is due to end in May 2010. Our Eerste River plant is supplying base and wearing courses, as well as pre-coated chips.

By early July 2009, 108 000 tonnes had been supplied, roughly half of the total asphalt requirement. "We are supplying up to 1 400 tonnes per day, with the record for one day so far standing at 1 430 tonnes," says Garth.

Tight finish

"Rain delays and the recent strike affected the programme by a week, so we have to use every available opportunity to catch up. No rain days were allowed for in the construction programme and it is obviously going to be a very tight finish. The end date is absolute and no extension

of time will be allowed.

"A dedicated night shift is pre-storing up to 1 000 tonnes per night in hot storage bins at our Eerste River plant and supply to other customers takes place between 07h00 and 12h00 daily. We are also supplying on a continuous basis on some weekends."

Both the BTB and wearing course are produced using an EVA-modified bitumen, which Much Asphalt acquires from Colas. This product is manufactured using 60/70

Chevron, however, is committed and will make every effort to supply the demand of 60/70 during this period.

Much Asphalt's aggregate supplier, Lafarge, has to supply up to 1 000 tonnes per day of crusher dust and is meeting this demand by producing on an extended daily shift (07h00 to 21h00) at its Peak Quarry in Eerste River. Lafarge has also put its other Cape Town Quarry in Tygerberg on standby, should a shortage occur at Peak Quarry.



Much Asphalt has already supplied half of the 220 000 tonnes of asphalt required for the R300 rehabilitation project.

penetration bitumen from Chevron Refinery and ethyl vinyl acetate imported from the USA.

With volumes of up to 75 tonnes of bitumen required daily, extra bitumen tanks have been installed at Eerste River to allow for build-up of buffer stock when the opportunity arises (rain days, lower production, non-working weekends, etc).

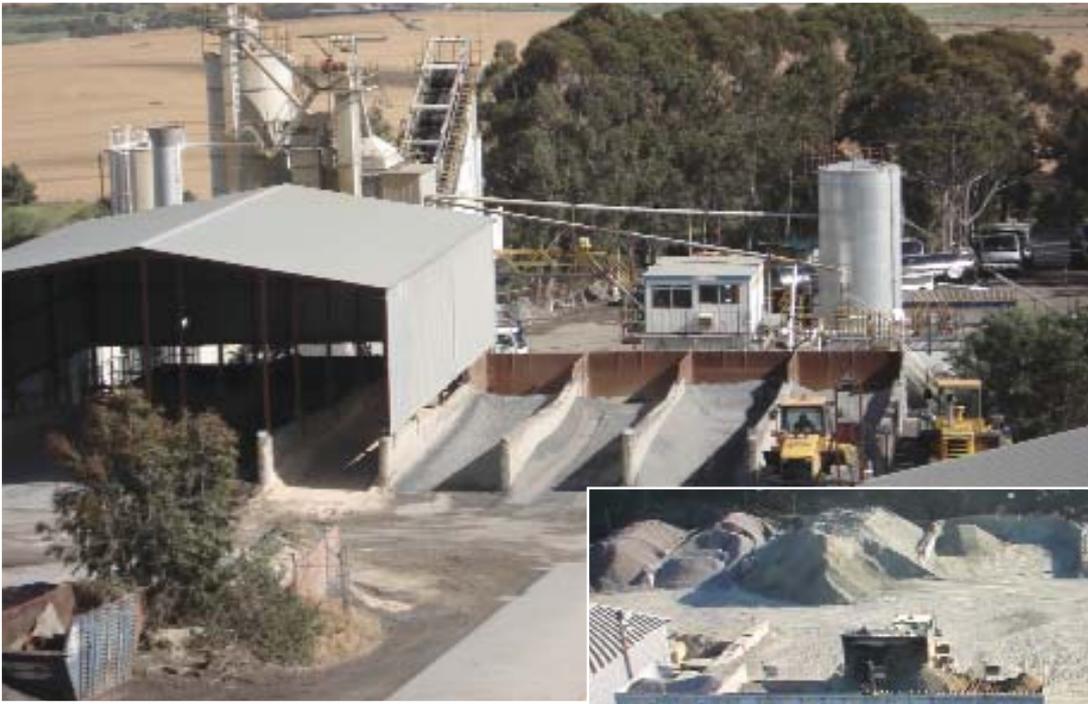
Bitumen supply

"There have been few challenges in the supply of 60/70 penetration bitumen to our requirements by Chevron Refinery," says Garth. "To illustrate how important the bitumen supply is, however, the nearest refinery to Cape Town besides Chevron is located in Gauteng," he points out.

All asphalt supplied for the R300 to date has been accepted and paid for, testimony to the high degree of teamwork and quality management between Much Asphalt and its suppliers.

Meeting additional demand

A strategy of cross-hauling product from Nomad 2, a mobile unit set up at Much Asphalt's Contermanskloof facility specifically for this purpose, is working well to meet additional demand from other customers, says Garth. Product is either supplied directly from there to different destinations or transported to Eerste River early in the morning for collection by customers or distribution at specified times.



Above: Much Asphalt's Contermanskloof (Western Cape) plant was upgraded to include increased RA content on the N1 contract.

Below: The Coedmore (KZN) plant, showing RA feeding bins on the right.



Growing use of recycled asphalt

Herman Marais, technical director, Much Asphalt

Recycled Asphalt (RA) has been used in the manufacture of asphalt for a number of years, even decades, but there has been a stigma attached to the practice as a result of perceived inferior product quality.

This has, however, been proved wrong in published research around the world, as well as recent experience on major projects in South Africa. Asphalt is claimed to be the most recycled product in the USA, with 80% of all RA generated being reused in asphalt manufacture.

From an environmental perspective, certain client bodies in Europe specify a minimum of 50% RA to be used in the manufacture of asphalt. This not only reduces the impact of road construction on the environment but also preserves natural resources.

N1 Freeway

South Africa's client bodies have now joined their international counterparts in starting to specify the use of RA. One such project is the rehabilitation and upgrading of the N1 freeway near Cape Town where a minimum of 25% RA was specified by SANRAL for the bitumen treated base (BTB) layer.

The asphalt for this project is supplied from Much Asphalt's 130t/hour batch plant at Contermanskloof. The plant was not capable of handling such a large RA content and had to be upgraded to suit the requirements of the contract.

To date 47 000t of BTB has been supplied to the project. Due to the success of the BTB mix and the experience gained, it was decided to use 15% RA in the wearing course. Plant and paving trials have been completed on the wearing course and supply is expected to commence shortly.

eThekwini Municipality

Another client body that is serious about reducing its carbon footprint as well as the reuse of RA is eThekwini Municipality in KwaZulu-Natal. eThekwini has a well organised strategy to handle the RA generated on its road rehabilitation projects. The RA remains the property of the municipality and is stockpiled for reuse on its road network maintenance programme.

Not only does eThekwini promote the use of RA in asphalt, but it is also used as a high quality base course material.

The eThekwini Roads Department is actively involved in the Warm Mix Asphalt (WMA) working group and 10% RA was used in all the recent trial WMA sections paved in Durban. The WMA trial mixes were manufactured in Much Asphalt's plant at Coedmore, which was upgraded to handle RA as in the case of the Contermanskloof plant. The WMA trials were a huge success as a result of a good team effort by all involved.

Hand applicators get special attention

In an attempt to improve service to customers involved in hand asphalt application, many of them small emerging enterprises, Much Asphalt last year launched regular Hand Applicators Forums in Durban and Johannesburg.

The forums aim to resolve issues hampering supply of material to hand asphalt contractors through open discussion between contractors and Much Asphalt representatives. Initial Hand Applicators Forums were held in Johannesburg and Durban last year and follow-up meetings took place on 8 June and 7 July this

year in Durban and Johannesburg respectively to measure progress.

Issues discussed include, for example, dedicated despatch personnel for hand asphalt applicators, streamlining of mix types, improved accuracy of loading, weighbridge bottlenecks, use of smaller trucks, on-time deliveries, better delivery communication, forward ordering by customers, and quick resolution of account and quality queries.

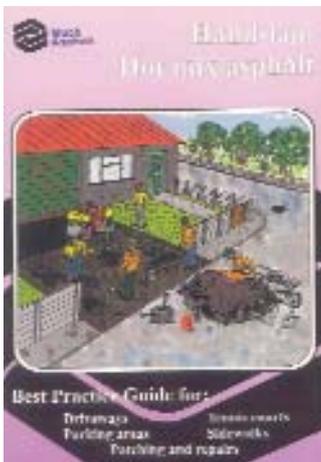
Much Asphalt also provides practical workshops on asphalt application by hand.



Delegates at the Hand Applicators Forum in Durban on 8 June



... and in Johannesburg on 7 July.



New handbook now available

Much Asphalt's handbook for hand asphalt applicators has been updated to include new products, specifications and other helpful information. The 3rd edition of this popular publication is now available to contractors and can be obtained from your closest Much Asphalt branch.

The handbook, together with hand asphalt workshops that assist contractors with technical skills, aims to help establish a uniform, industry-wide standard for high quality hand laid hot mix asphalt.

"We would like to ensure that small to medium contractors deliver durable and cost effective asphalt surfaces to their clients," says Much Asphalt marketing director John Onraët. "The handbook provides best practice guidance on the selection, use and application of our products. It is a useful reference for specifications and quality of finished surfaces."

Nathan Jacobs: new Eerste River branch manager

Nathan Jacobs is the new branch manager of Much Asphalt Eerste River. He replaces Rick Jackson, who will soon be retiring but is currently running the night shift team that is helping to supply the substantial R300 project.

Nathan, formerly East London branch manager, moved to Cape Town in May to get to grips with this much bigger operation and ensure a smooth transition.

Nathan matriculated at Dale College in East London, obtained a National Diploma in Civil Engineering from the Port Elizabeth

Technikon and then joined Group 5 working in the Eastern Cape and in Zambia.

He joined Much Asphalt as branch manager in his home town of East London in November 2003. Moving to Much Asphalt had the distinct advantage, says Nathan, of still being part of the construction industry but not having to live in the bush.

"I also feel very fortunate to be part of an industry that continues to be so buoyant at a time when many sectors are taking a lot of strain. For me all the pressures of working in this deadline driven business

where quality of product is paramount are worthwhile when one experiences those (rare) perfect days when everything goes according to plan!"

When he's not working Nathan does enduro bike racing, plays squash and goes fishing. He has also discovered that supporting WP rugby is the right thing to do when you live in Cape Town!



Safety rates No 1 in Murray & Roberts course presentation

Eddie Jansen van Vuuren, regional manager for Much Asphalt Polokwane, Witbank and Bloemfontein, showed his commitment to a culture of safety in the workplace with a winning presentation in a recent Murray & Roberts management programme.

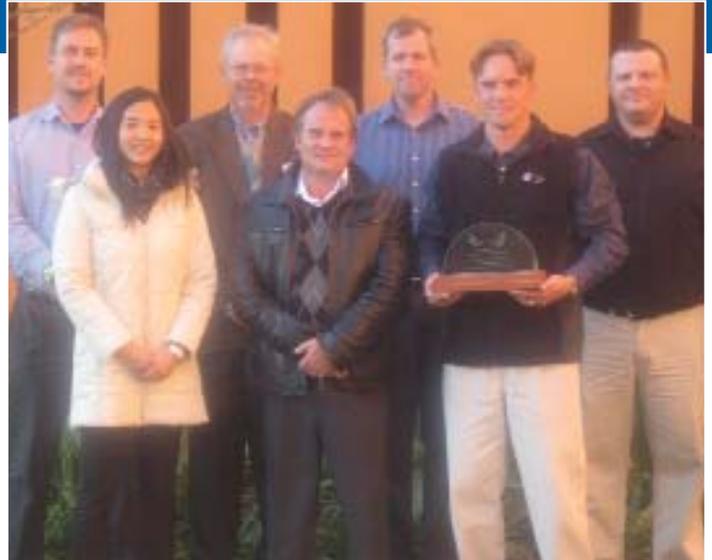
Eddie was among delegates from around the Murray & Roberts group selected to attend the *Creating World Class Managers of Managers* programme at the Gordon Institute of Business Science (GIBS).

The programme is designed in partnership with Murray & Roberts to assist delegates in grappling with some of the strategic challenges facing the organisation in its various areas of operation. Conducted in four study blocks over a seven month

period, it culminated in the presentation of group projects based on real issues within the group.

The topic selected by the group led by Eddie was titled *How can Murray & Roberts enhance the competency of all supervisors to ensure a culture and performance of Zero Harm?* This presentation scored 70%, the top mark awarded, with the comment "very good and can be handed over with confidence to an internal team".

The insights and recommendations produced by Eddie and his team will provide an excellent basis from which to reassess and move forward on the critical issue of safety within Much Asphalt.



The members of the winning team (back from left): Claus Meinke, Murray & Roberts corporate office; Cobus Bester, managing director of Concor; Peter Moore of UCW; Andre Castelyn of Murray & Roberts Construction; (front from left): Yu-Lung Huang, Murray & Roberts Concessions; Pieter Kriel of Murray & Roberts Cementation; and Eddie Jansen van Vuuren of Much Asphalt.

Much Asphalt DVD

Don't forget our new DVD – all about Much Asphalt – is now available. The DVD covers who we are and how we do business; our products and services; projects in which we are and have been involved; the importance of SHEQ in our business; and career opportunities within the company. Please contact the Much Asphalt regional manager closest to you for a copy of the DVD.

Julian Charles Wise
17/2/1938 – 18/5/2009



A great loss to the asphalt industry

Julian Wise passed away suddenly on Monday 18 May

2009 whilst training in the gym.

Born in Malawi, Julian attended school at CBC Green Point in Cape Town and then went on to UCT where he completed a degree in Civil Engineering. After gaining experience with government road departments, Julian joined Martin & East Civil Contractors in 1970. He played an invaluable role as a director who was

recognised for attention to detail and quality, fair business practice and the development of staff.

In 1995 Julian began to shift his attention to asphalt with Zebra Surfacing, part of the Martin & East Group, and this developed into a passion. Over a relatively short period Julian developed a broad knowledge of asphalt and he went on to champion various research and development initiatives. He made a significant contribution to the local

asphalt industry and unselfishly gave of his time facilitating training courses around the country.

Julian was a deeply committed Christian and a devoted family man with a love of nature. He was highly knowledgeable about bird, plant, and animal species and spent much of his spare time in the natural environment.

He is survived by his wife Cynthia, sons Adrian, Bruce, Chris and Robert, and five grandchildren.

Thanks to Andrew Thompson of Zebra Bituminous Surfacing for providing this obituary for Surface Talk.

Instilling a culture of 'Stop, Think'

Much Asphalt's policy statement of *Stimulating Interest and Enthusiasm for Safe Working* has been brought to life through an internal roadshow led by director Brian Mchunu.

The roadshow has re-energised the priorities in our quest for excellence:

1. Health and Safety

- Stop. Think before you do your work;
- Target zero harm on daily basis.

2. Quality

- Poor quality raw and final products are a liability to the company;
- The quality of the work you do is directly proportional to the results yielded.

3. Production

If our workers are healthy and safe, and they undertake quality work through the value chain (administration, quality control, maintenance and operations), we will achieve our production targets.



Above: Benoni branch staff.



Empangeni branch staff (back from left): Steve Nel, Thelimali Cebekhulu, Siphwiwe Bhengu and Tholumuzi Gumede; (front from left): Walter Dlamini, Jabulani Ngema and Fikile Hlongwane.



Coedmore laboratory staff (standing from left): Johan Serfontein, Caranese Pillay, Jimmy Henderson, Khosi Ngubane and Julius Motaung; (in front, from left): Mduduzi Mpungose; Khulani Mngoma and Thokozani Dlamini.



Right: eThekweni Municipality deputy city manager, Derek Naidoo, hands over the new basketball court to Lindelani Primary School.



How asphalt can change young lives

Much Asphalt has donated all the materials for the asphalt paving of a basketball court by the eThekweni

Municipality at Lindelani Primary School in Umlazi Township, KwaZulu-Natal.

The 728 m² project was handed over on 4 June by Derek Naidoo, eThekweni Municipality deputy city manager. All the base and black top materials were provided by Much Asphalt's plant in Coedmore, Durban.

"On visiting the school to assess the need, I could not believe the sight of the playing field," said Much Asphalt CSI project co-ordinator Brian Mchunu. "As corporate citizens we are proud to have changed this state of affairs for the children whom we hope will work in the asphalt industry one day."

Umlazi, near Durban, is the second largest township in South Africa after Soweto.