

Velocity



Fast, efficient road repairs

Velocity Global

velocitypatching.com

What is Velocity Global?

Velocity has launched Velocity Global to repair every pothole on the planet!

Velocity Global offers

- ✓ Our unique machine technology,
- ✓ Exclusive range of bitumen emulsions,
- ✓ Perfected Standard Operating Procedures,
- ✓ State of the art integrated mobile reporting app and back office,
- ✓ Global R&D support and most importantly
- ✓ Working with every step of the journey
- ✓ Continues operational respurce

Is every Country a potential Velocity Global Target

We seek partners who share our core values:

- ❑ ***Pioneers***
- ❑ ***Teamwork***
- ❑ ***Pride***
- ❑ ***Partnership***

The key parameters determining the appetite and likely number of machines required per country are as follows:

- ❑ Road network size
- ❑ Road network condition (Potholes/km)
- ❑ Governmental willingness and contractual readiness to award road maintenance contracts to innovative technologies

Who is a potential Velocity Global partner

Velocity Global is keen on partnering with local entrepreneurs who share our core values.

Velocity Global is looking for: entrepreneurs, financially sound and capable (400k\$ total investment), good track records in their own businesses, able to liaise with their local governments and road owning authorities, and most importantly capable of developing a strategy to introduce velocity to their local markets with clear objectives, enablers, milestones and resources needed.

Velocity Global provides 360 degree support and expertise allowing our local partner to focus on developing their strengths: the market, relationships and contracts. Therefore we welcome working with Companies/Individual from a variety of backgrounds and expertise.

Global Presence

- ✓ **Based in UK**
- ✓ **Qatar**
- ✓ **Lebanon**
- ✓ **Saudi Arabia**
- ✓ **Bulgaria**
- ✓ **Kenya**
- ✓ **Zambia**
- ✓ **South Africa**
- ✓ **Nigeria**
- ✓ **Philippines**
- ✓ **USA**
- ✓ **Mexico**
- ✓ **Columbia**

New for 2017

- **Malta?**
- **Sicily, Italy**
- **Africa**
- **India**
- **Oman/Kuwait**
- **UAE**
- **Canada**



We have

- **20 years experience**
 - **120 machines working globally**
 - **Manufacture and deliver contract services**
 - **120,000 cubic metres laid per annum**
 - **4.8 million square metres repaired per annum**
- velocitypatching.com

There are too many people pointing at Potholes



Traditional methods aren't working



Fully self contained, high capacity machines

Velocity



- Capacity of enough cold material to repair approximately 200 potholes!

“Potholes are a nightmare”



Accreditation and Certification



RSTA Code of Practice for Undertaking Velocity Patching

BS 434-2:2006



ADEPT



CODE OF PRACTICE FOR UNDERTAKING
VELOCITY PATCHING

National Highways Sector Schemes
for Quality Management in Highway
Works

13
For the supply and application of surface treatments
to road surfaces

BRITISH STANDARD

Bitumen road emulsions –

Part 2: Code of practice for the use of
cationic bitumen emulsions on roads
and other paved areas

BS 434-2:2006



Published by the Sector Scheme Advisory Committee for
Surface Treatments (SSACST)



REPRODUCING WITHOUT THE PERMISSION OF BSI IS PROHIBITED

December 2011

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April 2011 • Issue 1

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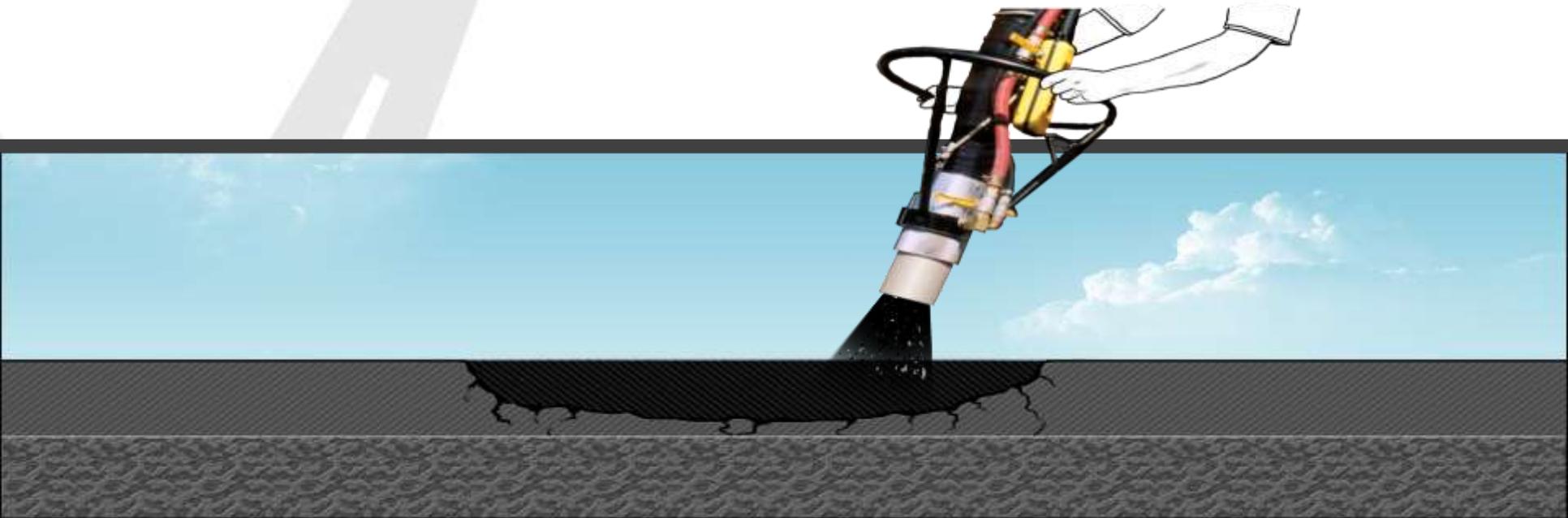
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UKAS, 21-47 High Street, Farnham, Surrey, GU10 4DF
Tel: 01252 891160 • Fax: 01252 891100 • Website: www.ukas.com

The perfect repair

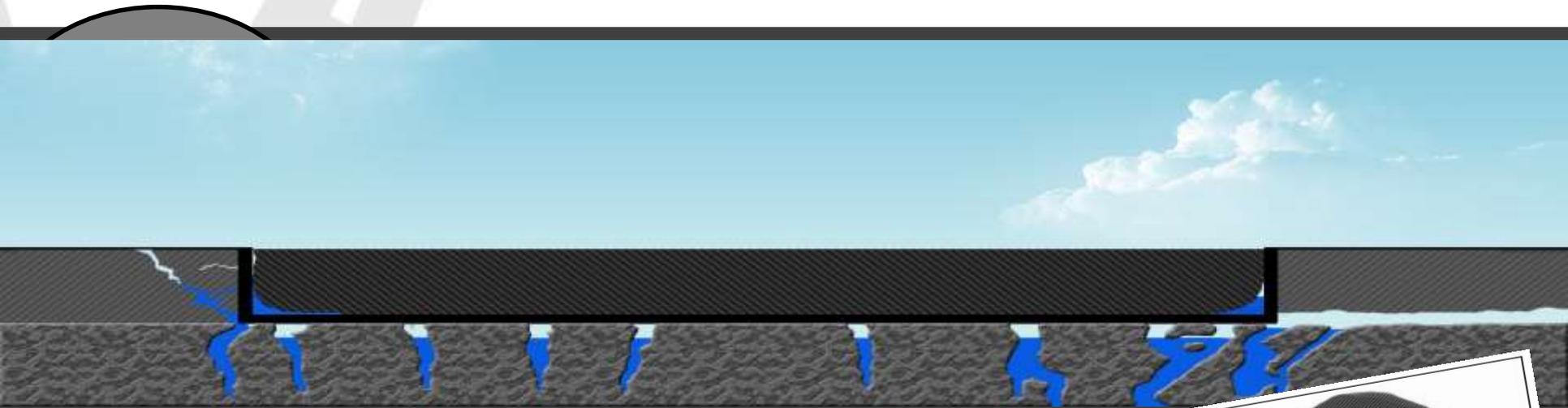
- **Men**
Highly skilled, fully trained Machine Operators
- **Materials**
Quality local aggregates and emulsions tested to our performance specifications
- **Machine**
The most technically advanced, fully self-contained road repair machine





High Volume Low Pressure Air Clears the Defect of any Debris
A Bond Coat is then Applied through the Nozzle
The Aggregate is then applied

Traditional Repair



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Types of Repairs

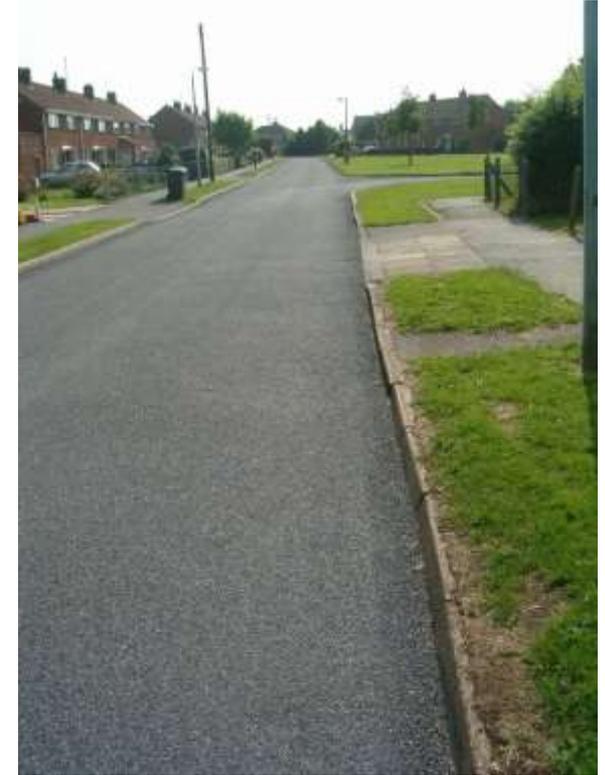


Potholes



Pre-Surface Treatment

- Regulate and remove depressions
- Improve the ride quality
- This surface treatment was carried out only four weeks after Velocity repair



Highways



Depressions & Deformation



Cracking & Crazing



Edge Deterioration



Sealing Conventional Repairs



Working in urban locations







Compaction & Bond



Compaction







- All operators fully qualified in Velocity developed, certified NVQ for Spray Injection Patching
- LANTRA Traffic Management
- Street Works Inspector training
- Customer service/public interface training
- In-house CPC HGV training
- Annual refresher training
- Weekly QA/QC/Safety audits



Technical Advantages



- **Permanent** repairs quickly blending into the existing road surface
- Fast repairs **immediately** open to traffic
- Defects fully sealed to **prevent** water ingress and **further** damage
- **Improved** public perception due to speed of repair
- **90% Carbon savings** as all materials are cold applied
- Mobile works = **reduced** costs and congestion
- **No waste** produced eliminating costly landfill charges
- **Reduced** insurance claims
- **Will make your budget go further**

Technical advantages



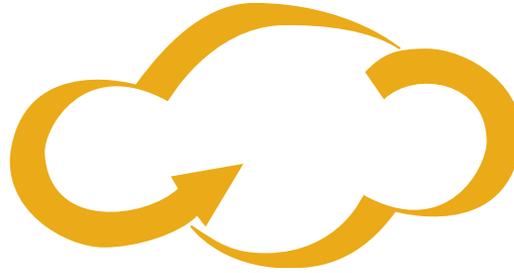
	Velocity Patching	Hot Lay Traditional Patching	Bagged material
Speed of application	<p>Due to the speed of the operation “Mobile Works” Traffic Management can be deployed negating the need to Traffic lights/or lane closures.</p> <p>No excavation or compaction is required drastically increasing the speed of application by up to 500%</p> <p>1 sq. m metre can be completed in under 2 minutes</p>	<p>1 to 2 hours per sq. m</p>	<p>1 to 2 hours</p>
Cost of application (Based on UK indicative outputs)	<p>Based on achieving 1 load of material per day (5 cu m or 200 sq. m @25 mm deep)</p> <p>Average of \$28/m²</p>	<p>Based on laying 2 tonnes of material @ 50 mm deep (10 men, 2 vehicles, Compressor + Roller + TM+Waste)</p> <p>\$51.59/m²</p>	<p>Based on filling 20 repairs per day (=10 sq. m) @ 50 mm deep (2 men, 1 vehicles, Compressor + Roller + TM+waste)</p> <p>\$84.50/m²</p>
Durability	<p>1 year guarantee if Code of Practice adhered too</p> <p>Repairs lasting between 4 and 8 years depending on location and vehicle count</p>	<p>1 year guarantee if Code of Practice adhered too</p> <p>Repairs lasting between 2 and 4 years depending on location and vehicle count</p>	<p>6 months – for planned routine maintenance work where best practice installation is followed and where the substrate and adjacent material are generally sound</p> <p>For reactive/emergency/unplanned{ repairs with minimum preparation and installation the expected durability will be reduced</p> <p>In areas of excessive turning/braking/high stress the durability will be reduced</p>
Application	<p>All road classifications</p>	<p>All road Classifications</p>	<p>All road Classifications but classed as a temporary repair</p>

Technical comparison (2)



Application	All road classifications	All road Classifications	All road Classifications but classed as a temporary repair
Bond Strength	<p>The strength of Velocity repairs comes from many areas not just the composite of the material, namely:</p> <ul style="list-style-type: none"> • A bond coat Velocity 300 C60B(f)5/6 (CE Compliant, EN 13808) is injected under pressure into the cracks and fissures in the bottom of the repairs • This bond coats both waterproofs the repair as well as bonds the remaining repair to the substrate • We do not saw cut the sides of the repair or excavate and good material from inside the repair. This allows our material to be 'keyed' into the repair both vertically and horizontally. • This 'keying' in ensures the repair performs well under high traffic volumes 	<p>Good overall strength</p> <p>Main weakness is the joints, normally saw cut and a bond coat applied.</p> <p>This immediately becomes the weak spot and over a couple of months the bind will deteriorate and water will begin to ingress into the repair causing terminal damage</p>	<p>In common with deferred set asphalts, the product may be susceptible to minor deformation, scuffing marking and de-bonding if and when a combination of the following apply:</p> <ul style="list-style-type: none"> • In areas of excessive breaking, turning or static loads (e.g. within the wheel tracks) • When air and road temperatures are high (typically greater than 20 deg C) immediately following installation • When the complete depth of the repair is greater than 40 mm • On sites classified higher than class 3 and 4 as defined in SROH • Where installation methods are other than specified <p>The rate of cure is often dependant on traffic volumes and ambient conditions</p>
Other advantages	<p>Minimal impact on road users Minimal impact on the environment No waste to landfill Improved customer/road user perception of Highway Authority Innovative technique Making highways budgets go further Integral part of a strategic asset management plan</p>	None	<p>Ease of use for temporary repairs and can be carried by Inspectors to repair dangerous defects and mitigate liabilities of the authorities</p> <p>A temporary solution and no a permanent repair</p>

Vehicle Tracking & Reporting System

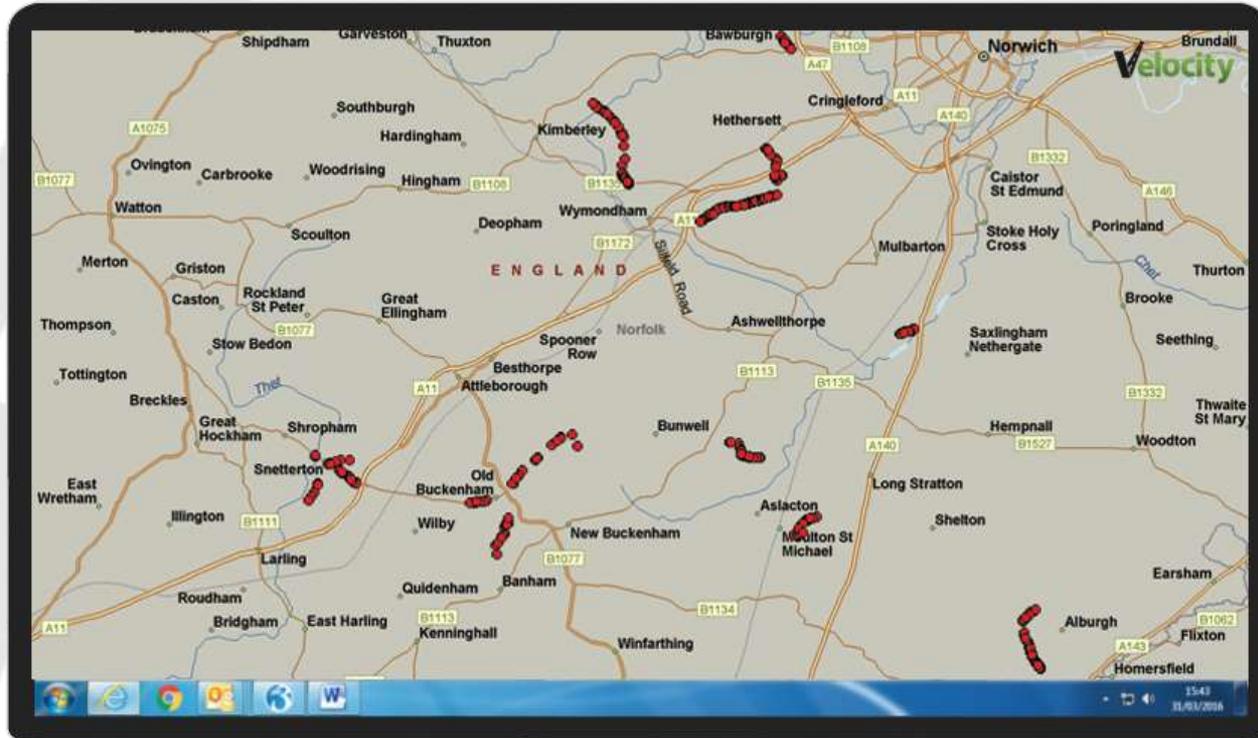


- Time/date stamp, grid reference for every repair
- Volume of material used per repair in m3
- Number of repairs per road
- Volume of material laid per day/week/month/YTD
- Dangerous defect reporting
- Compatible with GIS Mapping Systems

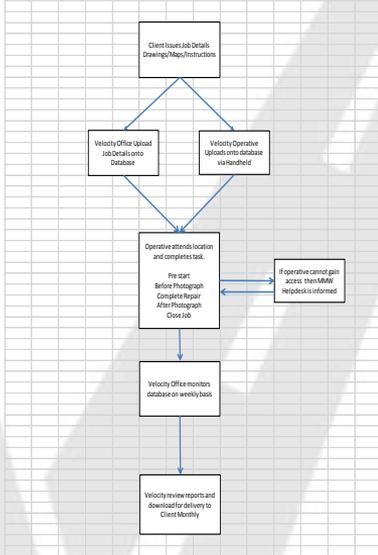


Velocity								
Complete Week Summary for Machine								
Vehicle V11VPL								
Date	Monday 14/03/2016	Tuesday 15/03/2016	Wednesday 16/03/2016	Thursday 17/03/2016	Friday 18/03/2016	Saturday 19/03/2016	Sunday 20/03/2016	Total
Truck/Man Hrs	9	9	9	9	9	8	6	59
Velocity Hrs	4.4	6.5	4.8	4.2	4.1	5.1	3.5	32.6
M3 Output	3.9	5	4.9	3.7	4.7	3.5	4.3	30
Material Laid per Street/Road (approx.)								
Street/Road Name	M3 Output	Total Repairs	Defects Repaired	Survey Carried				
Monday, 14, March, 2016								
Long Stratton Rd Norwich NR16	0.4	12	-	-				
Long Stratton Rd Norwich NR16 1LN	0.4	22	-	-				
Long Stratton Rd Norwich NR16 1JY	0.6	23	-	-				
Stickler Ln Norwich NR16 1HU	0.1	2	-	-				
The Horseshoes Forncett Saint Peter NR16 1HT	0.1	7	-	-				
Long Stratton Rd Norwich NR16 1HT	0.1	1	-	-				
Flordon Rd Newton Flotman NR15 1QX	0.8	31	-	-				
Tasburgh Rd Saxlingham Thorpe NR15 1LN	0.3	17	-	-				
Flordon Rd Newton Flotman NR15	0.1	2	-	-				
Market Ln Norwich NR15	0.8	18	-	-				
Frost s Ln Norwich NR15 2HG	0.2	5	-	-				
Tuesday, 15, March, 2016								
High Ash Rd Wymondham NR18	0.9	58	-	-				

VTRS - Mapping



PDA/Operator Handset Applications



Velocity Spray Injection Patching Cowley, Barrow Wake Lane, FROMEBRIDGE, GL27NJ

Job Number: HW101001291

Ref	No. of Defects	Dimension of Repair	Before	After
0	1	1x1x50		
1	1	3x1x50		
2	1	1x1x50		
3	1	1x1x50		
4	1	1x1x50		
5	1	4x0.5x50		
6	1	1x1x50		

Partner responsible for

- Client relationships
- The purchase of a chassis and import of new Velocity Machine
- Securing a contract supported by Velocity Global)
- Recruiting local team
- Operational costs of demos and initial work
- Providing a bank guarantee/Letter of Credit for the first Velocity Road Repair Machine (***The cost of the machine should be recovered through revenues***)
- Circa \$200K

Velocity Global responsible for

- Supply a Velocity Road Repair Machine to suit agreed chassis
- Write the technical proposal for Council, Authority or Municipality
- Support marketing activities in territory and remotely
- Develop suitable material mix and ongoing R & D
- Develop Standard Operating Procedures relevant to territory
- Provide and tailor mobile working App and back office system
- Provide training of operational staff and accreditation
- Provide ongoing audit and training
- Provide ongoing technical, operational and commercial support to grow the business
- Circa \$200K

JV Company responsible for

- 50/50 Share Agreement
- Velocity Global represented on Board
- No dividends taken until set up costs covered (Velocity Road Repair Machine, Chassis etc)
- Working Capital amount to be agreed
- Further machines to be financed through ongoing revenues

Next Steps

- Understand the market
- More information on your Company
- Signing of Non-Disclosure Agreement
- Develop a plan for securing profitable contracts
- Sign Heads of terms
- VG to lead on
 - Material development
 - Operational delivery plan
 - Technical proposal to Government
- Establish JV Company
- Purchase machine, truck
- Mobilise

Velocity



Fast, efficient road repairs

THANK YOU

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