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ACN 109 200 900

AUSTRALIAN SECURITIES EXCHANGE ANNOUNCEMENT

4 May 2018

HIGHLY ENCOURAGING RESULTS FROM EDENCRETE® FIELD TRIAL IN GDOT NEW HIGHWAY PROJECT

Eden Innovations Ltd (“Eden”) is pleased to announce that it has received the first longer term results from the field trial of EdenCrete®, Eden’s carbon nanotube enriched, liquid concrete admixture, by the Georgia Department of Transportation (“GDOT”), for possible future use in GDOT’s new concrete road construction, that was undertaken in March 2017 (see announcement ASX: EDE 30 March 2017).

The trial is being conducted on a state highway in Comer County in Georgia. It involved the addition of EdenCrete®, at a dosage rate of 2 US gallons (7.57litres) per cubic yard (0.7645 cubic metres) of concrete, to sufficient concrete to lay a two lane wide section of new highway approximately 80 yards (73.15 metres) in length (see Figures 1 and 2 below).

The project took nearly a year to complete. Twelve months after the concrete had been laid but before the section of the highway was re-opened to traffic, a second quantitative assessment of the trial result was undertaken by an independent testing laboratory and a number of core cylinders were extracted from the concrete (some of which involved concrete that incorporated EdenCrete® and some did not) for various tests to be performed.

A summary of the test results achieved to date include the following:

	Compressive Strength (ASTM C42)	Splitting Tensile Strength (ASTMC496)	Cutter - Wheel Abrasion ASTM C966
Standard concrete (average)	6,770 psi	480 psi	0.14%
EdenCrete® concrete (average)	8,260 psi	595 psi	0.11%
Average % improvement	22%	24%	21%

One further trial still remains to be completed, being the permeability test that is to be conducted pursuant to ASTM C1543 - Modified (Cores) Penetration of Chloride Ion by Ponding. In this trial the core cylinders will be exposed to a high chloride solution for a 90-day period, after which slices from different depths will be cut from the cylinders, pulverized and tested to measure chloride penetration.



Figure 1. EdenCrete[®] - enriched concrete being laid in Field Trial



Figure 2. Completed section of highway with added EdenCrete[®]

This is a very encouraging development and may accelerate the possible approval in Georgia of the use of EdenCrete[®] in the construction of new roads and highways, the annual budget for which currently exceeds US\$700 million per annum.

This field trial was undertaken following the decision of the GDOT New Products Evaluation Committee in December 2015 that EdenCrete[®] be allowed to undertake a further Field Test in the applications of Portland cement concrete pavements (GDOT Specification Section 430 and/or 439) and concrete whitetopping (GDOT Specification Section 453) (replacing the surface of an asphalt pavement with a concrete surface layer) as previously announced (ASX: EDE 10 December 2015).

It also followed the formal addition, in January 2017, of EdenCrete® to the GDOT Qualified Products List (QPL) for the GDOT 24 hour accelerated strength concrete (Section 504) and Class B concrete (Section 500) applications as previously announced (ASX:EDE 23 January 2017).

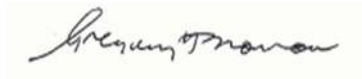
As previously announced (ASX: EDE 21 September 2017), in September 2017 the US Federal Highways Administration also approved the use of EdenCrete in Federally funded repair projects in Georgia.

These new results, 12 months after the concrete was laid in the field trial, should provide further support for Eden's ongoing efforts to expand the marketing footprint of EdenCrete® throughout the US infrastructure market.

BACKGROUND

EdenCrete® is Eden's 100% owned, proprietary carbon-strengthened concrete additive, that enhances a wide range of performance characteristics of the concrete including compressive strength, flexural strength, tensile strength, abrasion resistance, reduced permeability and reduced shrinkage, thereby delivering stronger, tougher, more durable and longer lasting concrete.

One of the primary target markets for EdenCrete® is improving the performance of concrete used in the construction and maintenance of concrete roads, bridges and other infrastructure, particularly where it is subject to heavy wear, freeze/thaw weather conditions and/or high levels of added salt. Additionally, it has potential for use in most other concrete applications including high-rise building construction, marine and coastal applications, water storage and pipelines, hardstand areas, and pre-stressed and pre-cast concrete structures and products.



Gregory H. Solomon
Executive Chairman