



ACN 109 200 900

AUSTRALIAN SECURITIES EXCHANGE ANNOUNCEMENT

18 July 2016

EDENCRETE™ - US UPDATE

MARTA Brady Mobility Facility Project

Test Results

HIGHLIGHTS

Test results from two separate independent laboratories of the concrete used in the MARTA Brady Mobility Facility Trial in May 2016 showed EdenCrete™ produced the following improvements:

First Laboratory:

- **Compressive Strength Increase - 25%**

Second Laboratory:

- **Compressive Strength Increase - 38%**
- **Split Tensile Strength Increase - 59%**
- **Modulus of Elasticity Increase - 24%**
- **Abrasion Resistance Increase - 47%**
- **Shrinkage Reduction (Improvement) - 9%**

The EdenCrete™ dosage rate: 3 gallons/ yard³ of concrete (11.356 litres/ 0.76 metres³).

All tests were conducted after concrete had cured for 28 days.

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DETAILS

Eden Energy (“Eden”) (ASX: EDE) is pleased to announce that it has now received the test results from two independent laboratories of its first commercial government infrastructure project.

These tests, taken after the concrete test cylinders had cured for 28 days, produced further very encouraging results.

The project was undertaken in May 2016 (see Eden announcement ASX: EDE 16 May 2016) at the Metropolitan Atlanta Rapid Transit Authority (MARTA) Brady Mobility Facility in Atlanta, Georgia (see Figures 1 and 2 below).

A section of a new concrete hardstand area was installed using EdenCrete™ enriched concrete at a new state-of-the-art bus garage that is being constructed to replace the existing garage at the MARTA Brady Mobility facility in Atlanta, Georgia.

The dosage rate used for the trial of 3 gallons of EdenCrete™ per cubic yard of concrete, was lower than the 4 gallons per cubic yard that had originally been planned, due to the increased volume of concrete that was finally required.

However, based on other trials, the EdenCrete™ had still been assumed would at least double the service life of the concrete by enhancing the concrete’s performance characteristics.

The results produced from these tests are considered to support this assumption.



Figure 1. Brady Mobility Facility with EdenCrete™ slab site being prepared (shown in upper left)



Figure 2. EdenCrete™ enriched slab being installed

As previously announced, two independent test laboratories in Georgia each took test samples of both the standard concrete and the EdenCrete™ enriched concrete. The results reported from each of the two laboratories are shown in Figures 3 and 4 below.

ATC Laboratory Results


Identification	Pour Date	Test Age (Days)	Compressive Strength (lbs./in. ²)				% Improvement by	
			Sample 1	Sample 2	Sample 3	Average		
EdenCrete Truck 1	5/12/2016	28	9510	9610	9360	9493		
EdenCrete Truck 2	5/12/2016	28	8210	8480	8370	8353		
							EdenCrete Truck 1	EdenCrete Truck 2
MARTA Reference Truck 1	5/14/2016	28	8010	7850	7890	7917	20%	6%
MARTA Reference Truck 2	5/14/2016	28	6480	6670	6290	6480	47%	29%
MARTA Reference Truck 3	5/14/2016	28	7020	6670	6750	6813	39%	23%
MARTA Reference Truck 4	5/14/2016	28	6890	6790	6940	6873	38%	22%
MARTA Reference Truck 5	5/14/2016	28	7630	7730	7510	7623	25%	10%
			Avg. of ALL Marta Reference Trucks		7141			
			Avg. of ALL EdenCrete Trucks		8923			
							25% overall improvement	

Figure 3 ATC Laboratory Test Results -MARTA Brady Mobility

TEC Normalised Laboratory Results *

Property	Test Procedure	Reference	EdenCrete	% Improvement by EdenCrete
Air Content (%)	ASTM C231	6.1	4.0	
Slump (in.)	ASTM C 143	7.25	7.25	
Concrete Temperature (°F)	ASTM C1064	84	82	
Unit Weight (lbs./ft. ³)	ASTM C138	140.8	145.1	
Compressive Strength	ASTM C39	6160	8490	38%
Split-Tensile Strength	ASTM C496	255	405	59%
Modulus of Elasticity	ASTM C469	3161600	3933767	24%
Abrasion Resistance	ASTM C944	0.17	0.08	47%
Length Change	ASTM C157	0.048	0.044	9%
<i>Note: Freeze/Thaw and Permeability testing in-progress</i>				

Figure 4 TEC Laboratory Test Results -MARTA Brady Mobility

The state of the art mobility facility** will house the administrative functions, operations, and maintenance facilities for a fleet of up to 200 Mobility vehicles (specialized vans and cutaway buses). The EdenCrete™ section will be subjected to extreme rolling frictional forces due to the constant wear and abuse of large vehicle tyres when turning on the slab from day to day, and will be evaluated over time relative to the rest of the concrete not containing EdenCrete™.

The targeted extension of concrete service life is intended to ultimately reduce the in-service cost for the project by significantly deferring disruptive and costly repair projects due to excessive cracking and/or abrasion over time.

MARTA

MARTA has served the Atlanta metropolitan area for more than 35 years. It operates a number of sustainability programs that are applied to many areas within the organization including its fleet of compressed natural gas (CNG) buses. MARTA's Laredo Bus Garage has the largest solar canopy installation in the state of Georgia, and the second largest structure of its kind at a U.S. transit system.

Summary

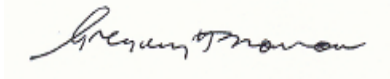
Whilst this first infrastructure contract was only for a small demonstration project, the results of these laboratory tests have greatly increased the probability that the longer term performance of the EdenCrete™ section of the concrete slab will reproduce similar positive results to those achieved in earlier trials focusing on similar performance characteristics, resulting in a further significant milestone for Eden in its ongoing efforts for EdenCrete™ to penetrate and become accepted for use in the huge U.S. infrastructure market.

*** Due to the 2.1% reduction in air content (which increases the strength) in the EdenCrete™ concrete, the compressive strength results have been normalised in accordance with conservative industry standards by adding 500 psi per 1% difference in air content (i.e. adding 1050 psi) to the results for the control cylinders.**

**** <http://maintenancedesigngroup.com/projects/marta-brady-mobility-facility/>**

BACKGROUND

EdenCrete™ is Eden's 100% owned, proprietary carbon-strengthened concrete additive, one of the primary target markets for which is improving the performance of concrete used in the construction and maintenance of concrete roads, bridges and other infrastructure. Additionally, it has potential for use in a range of other applications including high-rise building construction, marine and coastal applications, highly abrasive and hardwearing applications, water storage and pipelines, and pre-fabricated concrete structures and products.

A handwritten signature in black ink, appearing to read "Gregory H. Solomon", is displayed on a light yellow rectangular background.

Gregory H. Solomon
Executive Chairman