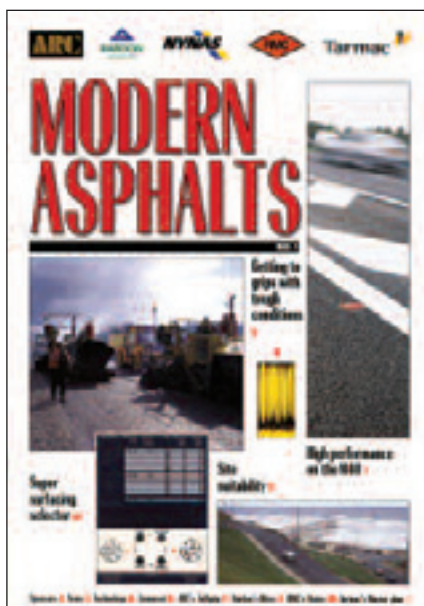


Celebrating a decade of Modern Asphalts

Modern Asphalts is celebrating its tenth year of production. The magazine has consistently reported significant developments during that time and continues to raise the profile of the asphalt sector and its products, in conjunction with the website www.modernasphalts.com



1997 – 2000

Modern Asphalts magazine was launched in November 1997 with two objectives: to advance the interests of the asphalt industry and to provide beneficial editorial coverage for individual companies within the sector.

The first issue of the new magazine came in a year that also saw the UK's first change in Government in 18 years. The new Labour Government had announced a temporary

halting and review of the previous administration's road building programme. In Modern Asphalts' first comment article and with some accurate foresight, Road Haulage Association director Steve Norris warned of reviews and preparation of transport White Papers hampering the progress of road improvement.

Nonetheless, the sponsors of Modern Asphalts had lots to talk about within the first five issues published before 2000.

Proprietary thin surfacings were relatively new and so were long term Private Finance Initiative, framework and Design, Build, Finance & Operate contracts – procurement that was giving asphalt suppliers the confidence and freedom to innovate.

Thin surfacings, asphalt recycling, cold lay materials, coloured surfacing and environmentally friendly roads – all were profiled as new developments in Modern Asphalts.



2000 – 2003

Innovations in asphalt surfacing continued unabated after 2000 with Government policy and moves to performance based specifications encouraging new technology. Innovative materials profiled in Modern Asphalts at the start of the new millennium included high performance asphalt for airport runways and coloured asphalt containing clear binders.

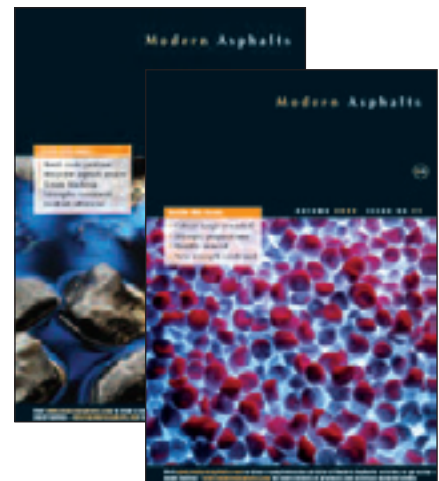
Transport White Papers had made it clear

that the future in road surfacing was thinner and quieter asphalt and the sponsors of Modern Asphalts were responding in kind with advanced thin surfacings.

The expected performance and durability of these materials was starting to be questioned. The first thin surfacings were reported as still functioning well in 2002, 10 years after they were first laid. It was becoming clear that the new generation of asphalts could perform very well if they

were laid properly by contractors offering accredited materials and Quality Management systems.

The sponsors of Modern Asphalts were announcing HAPAS (Highway Authorities Product Approval Scheme) approval of thin surfacing materials and laying services, but they were also taking opportunity to recognise the need to address the limited resources of high specification aggregates for these products.



2003 – 2006

During the past three years of Modern Asphalts, the magazine's sponsors have been working hard to further what they can offer. Virtually all now provide asphalt laboratory and pavement design support and they have been pushing on with developing new surfacing materials.

Proprietary high performance asphalts are now available for every layer of a pavement, giving customers and specifiers more options to suit requirements dictated by

government policy, site location, cost and desired performance.

Articles in this and recent issues of Modern Asphalts (archived at www.modernasphalts.com) indicate where the future of pavements lies. The new emphasis is on sustainability – that is long life, high strength and durable construction, sensible use of recycled materials often mixed cold and a positive contribution to sustainable development.

Innovations will continue. Asphalt and bitumen suppliers will keep working to meet what their customers want and Modern Asphalts will report the developments.

If you wish to receive a regular free copy of Modern Asphalts, or you are interested in becoming a sponsor of Modern Asphalts, go to www.modernasphalts.com or contact us at info@modernasphalts.com.