FEASIBILITY STUDY: FUTURE DEVELOPMENT AND IMPROVEMENT: MAITLAND MOUTH RESORT AND NATURE RESERVE: NELSON MANDELA BAY MUNICIPALITY
1. INTRODUCTION: SCOPE & METHODOLOGY

1.1. This study was undertaken by Blueprint.dxf Consulting (Pty) Ltd (Blueprint) on a mandate from the Recreation and Cultural Services Business Unit of the Nelson Mandela Bay Municipality (the Municipality).

1.2. This Business Unit has previously advertised the commercialisation of the Maitland Resort on the basis that a private operator would take over the running of the resort on a lease in terms of a public-private partnership entered into with the Municipality. It is the understanding of the consultants that, for whatever reason, the tender process could not be successfully concluded and this feasibility study was commissioned to assist the Municipality to reach a decision on the future development of the resort.

1.3. The question to be asked is: What is the municipality to do with the resort?

1.4. In addressing this question, the study has included:

1.4.1. A desktop survey of all relevant reports, including the Municipality's Tourism and Conservation blueprints, Integrated Development Plan, Strategic Environmental Assessments

1.4.2. Extensive site modelling

1.4.3. Interviews with key municipal officials and stakeholders, including abutting property owners.

1.5. The professional team which has worked on this study includes:

1.5.1. Raymond Hartle - project leader

1.5.2. Ian Hoare - town & regional planner

1.5.3. Warwick Grimes - town & regional planner

1.5.4. Stefaan Demeyer - civil engineer

1.5.5. Desmond Prinsloo - accountant

1.6. For ease of reference, the following plans are attached:

1.6.1. Plan 1: Existing development

1.6.2. Plan 2: Proposed development, Areas A & B

1.6.3. Plan 3: Proposed development, Area C
2. **AIMS & OBJECTIVES**

2.1. This study evaluates the attributes of the Maitland Mouth Resort and Nature Reserve in order to determine an appropriate future development strategy for the Resort in terms of a public/private partnership.

2.2. In their Strategic Environmental Assessment of the Maitland River Mouth, Bornman and Klages note that the existence of a dysfunctional coastal resort within the Municipality's area of jurisdiction is undesirable (Bornman, T.G. & Klages, N.T.W. 2003. Maitland River Mouth Strategic Environmental Assessment. Institute for Environmental & Coastal Management, University of Port Elizabeth. IECM Report No. C 81. 82 pp). Four years later, such undesirability is even more cogent, for financial, environmental and social reasons.

2.3. Arising from this document are studies indicating possible goals for the future development and maintenance of the resort in a partnership between a potential developer and the Nelson Mandela Metropolitan Municipality.

2.4. In terms of the proposal process, services required, additional to the services already extant and supplied by the Metro, will be to the potential developer's account. A comprehensive assessment of this aspect of the proposal for each project is set out in the SWOT Analysis (Table 1).

2.5. This study attempts to identify, together with relevant plans, the current status of the establishment and proposals for future improvements.

3. **LOCATION, BACKGROUND & HISTORY**

3.1. **LOCATION**

3.1.1. Maitland resort is situated at the mouth of the Maitland River approximately 30 kilometres west of the city centre of Port Elizabeth.

3.1.2. As indicated in the SEA previously referenced, the Maitland area has "a unique composition of natural elements consisting of sea, sand dunes, hills, forests, rocky shores and sandy beaches that are the ingredients of its great recreational potential".
3.1.3. The Resort is split into three parts:-

3.1.4. Area A. The major portion, approximately 4.6ha in extent, is situated at the confluence of the Maitland and Stades Rivers. It is bounded respectively on its eastern and northern sides by Maitland Road and the Maitlands Nature Reserve (Approximately 110 hectares). This part of the resort has mainly been developed for caravan and camping although a number of chalets presently exist there.

3.1.5. Area B. Across the Maitland Road (Section D 1910) and east of Area A is an extension thereto. It occupies approximately 9000m² and is used for caravanning.
3.1.6. Area C. This comprises the parking area for Maitland Beach. It measures approximately 1.5ha. It is situated on the southern side of Maitland Road (D1904) between Maitland Road and the high tide line of the Indian Ocean.

3.1.7. Comment: It is noted that the Resort area is not confined to Portion 66 of Farm 478 but 'overflows' onto adjoining properties owned by the NMM. It is also acknowledged that the area such as the lagoon, beach and dune area fall outside of the proposed lease area. These areas or facilities constitute an integral component of any development proposal. If the potential of the resort is to be exploited fully, it is essential that agreement is reached with the Environmental Affairs Business Unit of the Municipality to ensure that a workable co-operative arrangement is established between the business unit and the potential developer where any controls, development and suggestions affect both parties.

3.2. BACKGROUND AND HISTORY

3.2.1. The precise history and reason for the establishment of Maitland Resort is relatively obscure. It may realistically be assumed that its origins stem from a desire to accommodate families of fishermen. The fishermen in turn were drawn to the area because of the interesting fishing conditions and the ready availability of Wedge Clam (Donax serra –referred to locally as White Sand Mussel).

3.2.2. Accommodation and shelter were necessary for any non-fishing members of the family and the resort grew out of a need to provide these basics either for a day or an overnight facility. Historic and other details are set out more fully in a comprehensive Strategic Environmental Assessment prepared for the Municipality in 2003 by the University of Port Elizabeth (IECM Report No C81).

4. PHYSICAL CHARACTERISTICS

4.1. Topography

4.1.1. Area A is situated within and just above the flood-line of the two rivers that passes through it on approximately the east and south boundaries. The
land has a gentle southern slope down towards the river beds. Behind and to the north rises the Reserve area while on the southern aspect the Reserve is protected from the predominating south-westerly wind by a massive sand dune situated on the south side of the Maitland River.

4.1.2. Area B is separated from Area A by Maitland Road. It is a gently south-western sloping site located in a natural amphitheatre formed by a 40m high sand-stone shelter.

4.1.3. Area C is screened on its northern boundary by a bank of vegetated sand from the D1904 portion of the Maitland road. Situated on the sandy beach-front area this part is exposed to the aeolean sand variances of the foreshore.

4.2. Vegetation

4.2.1. In general the resort transcends from Aeolian beach sand through floodplain species to Southern temperate Afro mountain forest. The precise analysis of vegetation types of the area is accurately described in the Strategic Environmental Assessment prepared for NMMM in 2003 by the University of Port Elizabeth (IECM Report No C81).

4.3. Flora and Fauna

Refer IECM Report No C81

4.4. Geology

4.4.1. From Report No C81 the geological formations range from the pre-cape Gamtoos to more modern alluvial deposits.

4.4.2. It should be noted that Maitland River with a catchment length of 24km and the Stades River (catchment length of 9km) have a profound effect on particularly Area A of the Resort in spite of the numerous farm dams constructed on these two rivers.
Figure 2: Area B, occupying 9000m, has historically been used for caravanning.

Figure 3: Indigenous plant only found in this area.
5. INFRASTRUCTURE

Because of the rapid decline in popularity of the resort as a whole, the infrastructure has deteriorated through neglect. While never profound, any improvements have fallen into severe disrepair and any future improvement will require a proportionate effort.

5.1. The Resort

5.1.1. Area A of the resort is poorly fenced. Existing structures consist of a hall, several chalets and ablution blocks situate in the flood-plain, and some caravan/camp sites and activity areas, partially developed.

5.1.2. Area B, in addition to the area set aside for caravanning, the site contains rudimentary accommodation and a caretaker's cottage. A dilapidated water reservoir exists on the south-eastern portion of 31/478 which could be reconstituted to provide a water supply under pressure to the resort.

5.1.3. Area C consists of a tar-macadam parking area, two toilet blocks in questionable condition, barbeque stands in a dilapidated state and a gatehouse.

5.2. The Nature Reserve

5.2.1. Within the Nature Reserve are three well defined trails with identified tree species and clearly marked routes. Access to the trails has already been established about one kilometre northwards along the D1910 where a sign-posted gate identifies the entrance. It is possible to gain access to the trail complex from Area A. Trails include:

5.2.1.1. The Sir Perigrine Maitland Trail which follows the old wagon track on a circular route of approximately 3km, the last section through dense forest to the start along the Stades River bank.

5.2.1.2. Igolomi Trail. Incorporating a portion of a) this trail leaves the former to access areas of sparse bush to gain some spectacular views of the coast. Distance about 4km.
5.2.1.3. De Stades Trail which branches off a) opposite where b) leaves a). The trail is about 9 km long and takes in the ridge area providing outstanding views of the coast and the Maitland River mouth.

5.2.2. All trails are circular and maps are available at the gate indicating routes.

5.3. Neighbouring activities

5.3.1. The area surrounding the Maitlands Resort has seen an increase in business activities aimed at the leisure and eco-tourism markets. Discussions with abutting property owners suggest areas of co-operation in the future, and possible business synergies between activities within the resort and those on the properties of abutting owners.

5.3.2. The Maitland Mines facility, which offers driving and hiking trails and an eco-tourism experience, offers good linkages to the Maitlands Resort from an environmental and heritage point of view because of the presence of the old mines and the remains of the main wagon trail linking Nelson Mandela Bay to the Cape.
Figure 4: Meeting hall in Area A of the resort.

Figure 5: Car park at Area C on the beach.
6: View from Maitland Mines.

7: Entrance to an old mine at Maitland Mines.
8: Last remaining evidence of former wagon track from Cape Town to Port Elizabeth.
6. STATUS QUO ANALYSIS – USAGE & MAINTENANCE

6.1.1. The Resort has fallen into complete disrepair. In 1990 it supported in excess of 15000 visitors annually. Today it is closed to the public.

6.1.2. Although the Metro population has increased substantially in recent years this has not benefited the resort. This can be attributed to a large extent to the changing dynamic of the population and the focus of development on the more popular recreational areas. This policy has had a significant impact at Maitland where the reduction in budgetary allocations resulted in a run down appearance of the Resort which in turn discouraged visitors.

6.1.3. However, it merits noting that the beach remains extremely popular during the high holidays of the festive season, particularly Boxing Day and New Year's Day. This can be attributed in part to the easy access provided to the beach from the car park as well as the safe paddling conditions in the lagoon for young children.

6.1.4. The three well appointed trails in the reserve, as well as the beach, offer excellent walking and hiking options for visitors to Maitland. Furthermore, the massive dune south of the Resort provides for sand surfing and paragliding activities.

![Figure 12. Breakdown of activities of Maitland visitors (in %) based on observations of 255 people.](image1)

![Figure 9: Extract from Strategic Environmental Assessment showing activities of visitors to Maitland beach.](image2)
6.1.5. The high usage of the beach as against the disuse of the resort facilities are reflected in the following set of images.

Figure 10: Maitland Resort has fallen into disuse.

Figure 11: Fishing is a favourite pastime.
Figure 12: New Year's Day 2007.

Figure 13: New Year's Day beach-goers.
Figure 14: Degradation of the beach parking area and braai facilities.

Figure 15: Parking on the shoulder of the road on New Year's Day.
Figure 16: Access to the beach must be controlled, especially on peak holidays to eliminate problems on the roadway.

Figure 17: Police beach patrol.
Figure 18: The Maitland lagoon.
7. ANALYSIS OF FACILITIES.

Table 1. Strengths/weaknesses/opportunities and threats of existing & proposed facilities

<table>
<thead>
<tr>
<th>Existing Features</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities/Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Accommodation in the resort (Area A)</td>
<td>Area especially sheltered by the sand-dune with easy access to the beach</td>
<td>Little effort required to provide accommodation. Impact of wind driven sand in extreme conditions.</td>
<td>Possibility for the establishment of chalets, caravan/camp sites, ablutions.</td>
</tr>
<tr>
<td>2. Shop/supply facilities</td>
<td>Day visitors &amp; campers would value availability of supplies</td>
<td>Seasonal use means many occasions of low sales figures. Proliferation of refuse</td>
<td>Occasional store increasing to meet population figures. Possible caravan/shop at beach parking as sub-lease.</td>
</tr>
<tr>
<td>4. Water/ablution facilities</td>
<td>Potable water available for visitors.</td>
<td>Current lack of Stand-pipes, electrical connection points &amp; ablutions</td>
<td>Reconstruct reservoir to augment water supply, provide water/electricity connection points. Construct ablution blocks</td>
</tr>
<tr>
<td>5. Access to beach from Area A</td>
<td>Primary incentive for visiting resort</td>
<td>Current access from resort implies walking along road</td>
<td>Develop board-walk along, and between road and river from resort to beach.</td>
</tr>
<tr>
<td>7. Hiking/eco-walks</td>
<td>Local fauna/flora prolific for self</td>
<td>Lack of general</td>
<td>Appointment of ranger by Department to provide guided</td>
</tr>
<tr>
<td></td>
<td>education</td>
<td>public knowledge</td>
<td>walks, eco-education and assist with management.</td>
</tr>
<tr>
<td>---</td>
<td>-----------</td>
<td>------------------</td>
<td>------------------------------------------------</td>
</tr>
<tr>
<td>9. Picnic facilities and fireplaces</td>
<td>Attractive sheltered sites.</td>
<td>Scattered and insufficient numbers.</td>
<td>Exploit potential of site. Where possible, only vandal-proof equipment should be provided.</td>
</tr>
<tr>
<td>10. Hire facilities</td>
<td>Visitors to the Resort often come unprepared and require equipment at short notice</td>
<td>Any sub-lessee undertaking this role needs competent insurance.</td>
<td>Loss of equipment by theft, damage and spoilage is a very real concern. The sub-lessee must be aware of this and absolve Resort from all damage and claims.</td>
</tr>
<tr>
<td>11. Sewerage and refuse disposal</td>
<td>Necessary to maintain NMMN standards</td>
<td>Failure will incur pollution Sewage seepage</td>
<td>Provides employment opportunities for permanent and casual staff. Provision of a suitable sewage disposal system.</td>
</tr>
<tr>
<td>12. Parking area (Area C)</td>
<td>Parking with coastal outlook is popular especially for elderly and infirm. Easy access</td>
<td>Requires ablution facilities and constant collection of litter. Drift sand requires constant clearing.</td>
<td>Employment opportunities for cleaners and supervisor staff</td>
</tr>
<tr>
<td>13. Boardwalk pedestrian access between Area A and Area B</td>
<td>Good sight lines</td>
<td>Children are at risk from passing traffic. No formal pedestrian cross or warning lights.</td>
<td>Provide painted pedestrian crossing. Introduce amber flashing lights, speed humps and pedestrian signage. Reduce legal road speed.</td>
</tr>
<tr>
<td>14. Beach parking area – fireplaces</td>
<td>Introduces an additional feature at the beach.</td>
<td>Reduce the area available for parking. Increased fire risk in respect of the cars.</td>
<td>Fireplaces should be relocated away from the parking area.</td>
</tr>
</tbody>
</table>
8. MUNICIPALITY’S OPTIONS:

<table>
<thead>
<tr>
<th>OPTION</th>
<th>IMPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Maintain the status quo.</td>
<td>This is the &quot;do nothing alternative&quot; highlighted in the SEA conducted by Bornman and Klages’ team. The resort will continue to have a narrow market reach. A failure to re-invest in infrastructure will negatively impact council’s image as a good custodian of its assets and create potential stakeholder tensions.</td>
</tr>
<tr>
<td>2. Incorporate the resort into the reserve.</td>
<td>Given the excellent state of the reserve and the surrounding privately-owned land, this is an eminently good option from a purist environmental point of view. However, the Maitlands Reserve has little intrinsic marketing value which sets it apart for either eco-tourism or educational purposes and incorporation would be a waste of the resort.</td>
</tr>
<tr>
<td>3. Reinstall what was there and allow for no further expansion.</td>
<td>This is the absolute minimum requirement for managing this municipal asset in the best interests of Nelson Mandela Bay residents and stakeholders.</td>
</tr>
<tr>
<td>4. In addition to 3, provide a chalet development and other value-adding infrastructure.</td>
<td>Only by adding infrastructure and services will best usage be obtained from the resort. However, 3 and 4 would both require a strengthening of the access to the beach by way of a safe walkway separated from Maitland Road.</td>
</tr>
<tr>
<td>5. Make the resort and beach area available to neighbouring</td>
<td>There is a real risk that this asset will be permanently lost to the general public, unless a public-private partnership agreement is</td>
</tr>
</tbody>
</table>
businesses. brokered which affirms the public right to usage of the natural resources.

9. COST IMPLICATIONS OF OPPORTUNITIES

9.1. Boardwalk:

9.2. Chalets

9.3. Restaurant

9.4. Caravan sites

9.5. Ablutions

9.6. Parking in Area A

9.7. Overflow parking in Area B

9.8. Parking on beach in Area C

9.9. Braai / picnic facilities

9.10. Fencing

9.11. Signage

10. PROPOSED WAY FORWARD

10.1. The existing facilities must be made good by the municipality.

10.2. The primary function of the resort will be to operate initially as a caravan and camping resort with chalets and supportive facilities such as a restaurant introduced at a subsequent stage.

10.3. The municipality must construct a boardwalk for easy, safe access from the resort to the beach.

10.4. Management of the facilities must be outsourced on a concession basis to a private company dedicated to the ongoing maintenance and long-term upgrading of the facilities to re-position the resort in the market.
10.5. A management and access control plan must be agreed, which will regulate:

10.5.1. the use of alcohol and noise in the resort and on the beach;

10.5.2. visitors accessing sensitive areas including the water-main pipe crossing.

10.6. The facilities upgrade will include the construction of chalets and a restaurant.

10.7. The facilities management concession should include the appointment of:

10.7.1. a lifeguard on the beach

10.7.2. a competent ranger to promote environmental issues in connection with the reserve and the beach-river areas, and to introduce an environmental education program.

11. **FIRST PHASE - “MAKE GOOD” RESORT & BEACH (PLAN 3)**

11.1. It is recommended that all existing resort and beach facilities are “made good”, repaired or replaced at municipal cost. This includes:

11.1.1. The hall

11.1.2. Ablutions

11.1.3. Parking area

11.1.4. Fencing around resort

11.1.5. Access points to resort and parking area

11.2. This is recommended on the basis that any large-scale capital reinvestment would need to be done in a manner that allows the resort to continue to operate as an income-generating facility. The facilities, as outlined above, are in a dysfunctional state and a small reinvestment by the municipality would also ensure that the management outsourcing tender referred to below would attract bidders capable of implementing a turnaround strategy.
11.3. Caravan Park

11.3.1. The existing caravan park in Area A is poorly developed by international standards. Water and power points and concrete parking sites are required.

11.4. Resort Ablutions

11.4.1. The existing ablution facilities must be renovated and hygienically maintained. To eliminate ground pollution, the facility should be connected to package sewerage disposal system located elsewhere on the site, preferably on Area B.

11.5. Beach Parking

11.5.1. The existing parking area should be properly maintained. All beach sand must be removed on a regular basis. Parking must be provided on both sides of the parking area. Bays should be clearly marked to maximise capacity.

11.5.2. The fireplaces that bound the parking area on its south western side must be removed. They should be relocated along the walkway to the camping ground. A limited amount of parking may be provided in conjunction therewith.

11.5.3. Signage must be erected along the main road prohibiting parking in the road reserve and this provision should be enforced by the municipal traffic department.

11.6. Beach Ablutions

11.6.1. The two existing ablution facilities must be renovated and hygienically maintained. To eliminate ground pollution, the facility should be connected to package sewerage disposal system located elsewhere on the site, preferably on Area B.
12. SECOND PHASE – ADDITIONAL INFRASTRUCTURE INVESTMENT

12.1. Walkway

12.1.1. A formal pedestrian walkway or boardwalk linking Area A and Area B with the beach (Area C) must be provided to ensure that visitors do not use the dangerous main road for access. Where necessary the walkway should be elevated to avoid the river and vegetation.

13. THIRD PHASE – FACILITIES MANAGEMENT

13.1. Upon restitution of the existing resort facilities to their original state, the management of the resort should be outsourced immediately – on an open tender concession basis – to a private facilities management company.

13.2. As part of the turnaround strategy, controlled access and behavioural norms are immediately implemented.

13.3. Consideration should be given to charging an entrance fee to the parking area to cover the cost of maintenance. This should be limited to Saturday and Sunday only.

13.4. Management of the parking area should include the access to the parking area. However, as noted previously, enforcement of the “no parking” provisions in the road reserve should be done by the municipal traffic department.

13.5. A competent ranger should be stationed at the resort as part of the management plan. The ranger should be responsible for ensuring that the reserve is well run, that an environmental education program is introduced and that environmental issues are addressed.

13.6. A dedicated lifesavers’ service should be provided, which includes oversight of the lagoon area, an extremely popular bathing area especially for those with young children.

13.7. While relatively harmless in itself, sand surfing does have the propensity to cause environmental degradation. This, and safety considerations, require that this activity also should be under the control of the ranger.

13.8. A comprehensive refuse removal system must be introduced to clear all refuse from the area.
14. FOURTH PHASE - ADDITIONAL INFRASTRUCTURE TO RE-POSITION RESORT (PLAN 3)

As part of the outsourcing of the facilities management tender proposed above, it is recommended that the operator be granted a concession for the establishment of the following additional or improved facilities.

14.1. Chalets

14.1.1. The inclusion of a chalet facility will increase the accommodation options offered thereby better exploiting the resort’s potential. This also has the effect of enhancing the status of the resort.

14.1.2. The best position for the chalet development is within the Reserve and on the site recommended in the report prepared by the Institute for Environmental & Coastal Management, UPE.

14.1.3. Irrespective of the recommendation in the IECM report, by positioning the chalet development within the Reserve, the Municipality must expect to be criticised for potentially setting an undesirable precedent where private developers in similar circumstances have, in the past, been refused such development rights.

14.1.4. A maximum of 20 chalets should be provided in the north eastern corner of Area A but within the Reserve. (See IECM report).

14.1.5. Because of the periodic flooding of the lower portions of Area A, permanent structures should be constructed at the highest level and on piles to avoid damage.

14.2. Restaurant/ Shop

14.2.1. A restaurant/shop facility is key to the success of the resort. It should be positioned at the entrance to the Resort (Area A) to also take advantage of passing trade. Positioned on the higher ground on the northern edge of the resort and with a wide wooden deck, it would take full advantage of the view out towards the large dune and the sea.
14.2.2. As an extension to the restaurant/shop facility, a satellite service would be available at the beach parking area, which would include the hire of beach related equipment (umbrellas and chairs) and fishing tackle.

14.3. Service Facilities

14.3.1. It is suggested that the main resort function is confined to Area A in order to reduce the movement of pedestrians across the main road. Accordingly Area B should accommodate primarily service facilities.

14.3.2. Area B could also be designed to accommodate overspill parking from the beach parking area when necessary. Although some distance from the beach, this is the only place where additional safe parking of any significance can be provided.

14.3.3. A permanently manned crossing point between Area A and B would be impractical. However, there needs to be pedestrian control provided as outlined in Table 1.

14.3.4. Caravan and camping accoutrements would also be available from the service facility at Area B.
8.0 SUMMARY

- The Maitland Resort and its environs are well suited to the development of an eco-based tourism node that would be an asset to both the Metro and the Eastern Cape.

- However, unless immediate remedial steps are taken in tandem with a comprehensive build and operate re-development plan through a public-private partnership arrangement that benefits both the municipality and the operator, the full benefit of this asset will not be realised by the people of Nelson Mandela Bay.
<table>
<thead>
<tr>
<th>RECREATION &amp; CULTURAL SERVICES</th>
</tr>
</thead>
<tbody>
<tr>
<td>P/LM</td>
</tr>
<tr>
<td>MAN: ARTS, CULT &amp; LIB</td>
</tr>
<tr>
<td>MAN: BEACHES, RESORTS &amp; SVC'</td>
</tr>
<tr>
<td>MAN: SPORT &amp; REC</td>
</tr>
<tr>
<td>HEAD: BEACHES</td>
</tr>
<tr>
<td>HEAD: POOLS &amp; INDOOR CENTRES</td>
</tr>
<tr>
<td>HEAD: SPORT &amp; REC</td>
</tr>
<tr>
<td>HEAD: LIBRARIES</td>
</tr>
<tr>
<td>HEAD: ARTS &amp; CULTURE</td>
</tr>
<tr>
<td>ADMIN OFFICER</td>
</tr>
<tr>
<td>MAINTENANCE SUPERINTENDENT</td>
</tr>
<tr>
<td>CAPITAL DEVELOPMENT</td>
</tr>
<tr>
<td>PRINCIPAL CLERK (BUDGET)</td>
</tr>
<tr>
<td>SECRETARY</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE</th>
<th>INITIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/13</td>
<td></td>
</tr>
</tbody>
</table>