



ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE AGENDA

7.30 pm

**Tuesday
31 January 2012**

**Town Hall, Main Road,
Romford**

Members 7: Quorum 3

COUNCILLORS:

Jeffrey Brace (Chairman)
Dennis Bull
Peter Gardner
Garry Pain

John Mylod (Vice-Chair)
Barbara Matthews
David Durant

**For information about the meeting please contact:
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AGENDA ITEMS

1 **APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) – received.

2 **DECLARATION OF INTERESTS**

Members are invited to declare any interests in any of the items on the agenda at this point of the meeting. Members may still declare an interest in an item at any time prior to the consideration of the matter.

3 **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

4 **MINUTES** (Pages 1 - 8)

To approve as a correct record the Minutes of the meeting of the Committee held on 8 November 2011 and 5 December 2011 (special) and authorise the Chairman to sign them.

5 **BRIEFING NOTE ON THE TRANSPORT VEHICLE TRACKING SYSTEM** (Pages 9 - 12)

Briefing note attached.

6 **ALTERNATIVE VEHICLES BRIEFING NOTE** (Pages 13 - 16)

Briefing Note attached.

7 **NOISE SERVICE REVIEW TRIAL**

The Committee will receive an update from the Public Protection Service Manager on the Out of Hours Noise Service.

8 **PERFORMANCE INFORMATION** (Pages 17 - 34)

The Head of Streetcare will provide details of performance information within the Committee's remit.

9 **FUTURE AGENDAS**

Committee Members are invited to indicate to the Chairman, items within this Committee's terms of reference they would like to see discussed at a future meeting. Note: it is not considered appropriate for issues relating to individuals to be discussed under this provision.

10 URGENT BUSINESS

To consider any other items in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

**Ian Buckmaster
Committee Administration and
Member Support Manager**

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**MINUTES OF A MEETING OF THE
ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE
Town Hall, Main Road, Romford
8 November 2011 (7.30 - 9.50 pm)**

Present:

COUNCILLORS

Conservative Group Jeffrey Brace (Chairman), Dennis Bull, Peter Gardner and Garry Pain

Residents' Group John Mylod (Vice-Chair) and Barbara Matthews

Labour Group

**Independent Residents
Group**

Apologies were received for the absence of Councillors David Durant.

All decisions were taken with no votes against.

The Chairman reminded Members of the action to be taken in an emergency.

13 MINUTES

The minutes of the meeting of the Committee held on 13 September were agreed, subject to the following comments, and signed by the Chairman.

Councillor Peter Gardner had sent apologies for the meeting, and these had been omitted from the minutes.

14 OLYMPIC ENFORCEMENT 2012

The Committee received a presentation on the Olympic Branding Enforcement from William Adams, the Trading Standards Operational Manager. The Committee were informed how the Games would be protected through the education of traders and business and through intelligence gathering. Enforcement would include the sale of fake tickets, counterfeit merchandise and any other scams associated with the Olympics.

Trading Standards departments nationally were working in partnership with the London 2012 Intellectual Property Crime Unit, Metropolitan Police, Customs and Excise, Sponsors, Stakeholder and Industry Groups. New laws were in place for the Olympics and these included:

- The Olympic Symbol Protection Act 1995.
- The London Olympic Games and Paralympics Games Act 2006.
- Advertising and street trading regulations Framework in the vicinity of Olympic events.
- An exclusion zone around the venues in the UK.
- Measures to prevent ambush marketing

The Committee were informed that the protection was important as the Government predict that £2 billion of merchandise will be sold of this the Government will receive 20% of the revenue. This is to be used as a legacy for the games, and without it taxpayers will all have to pay for any loss. The committee were concerned by this and felt that the protection was important.

The officer explained that Trading Standards were working closely with local Bed and Breakfast and Hotels in the area to ensure that rates were correct and there were no scams. Members asked how details of the protection would be publicised. Officers explained that they would have regular updates in the Romford Recorder, Living and on the Website.

The Committee were informed that through the London Regional Asset Recovery Team, any fly-pitchers could be apprehended and given a warning. If they were found to be selling again, then any profits/ money they had on them would be confiscated, as it is assumed to be criminality profit. This could go further and private property could also be seized, including cars, belongings and homes.

Under existing laws, in relation to Toys, electrical goods and the sale of alcohol to young people, there was a big concern around counterfeit toys. A recent case found toy cars being sold, with 90% higher lead chromium in the paint. If this got into a child's body, it would be there forever.

Over the period of the Olympics, Trading Standards Officer would have the powers of arrest, and search warrants could be used. There would be an Olympic Magistrates Court which would be open 24/7, to deal with any issues.

Members asked if there was any counterfeit merchandise already appearing. Officers advised that they had seen shirts, shorts, trainers and pin badges. They envisaged this becoming more common as Christmas approached.

Members asked if there was any additional funding for staff and resources. Officers explained that although sponsors had already agreed that they could provide storage and transportation of goods, any additional duties in other areas, would have to be paid for by that area.

The Committee thanked the officer for the informative presentation and asked for an update in 6 months time.

15 SOLAR PANEL PRESENTATION

The Committee received a presentation from the Energy Strategy Manager, on Solar Panels, which were installed on the roof of the Town Hall. The Committee were informed that they ran on a Feed-In Tariff; however the generation tariffs were changing as of 11 December 2011 and multi-installations would be counted essentially as one roof (i.e. Town Hall, Library, School etc.) This would reduce the Feed-In Tariff which the Council got back by approximately 10%. The Committee were concerned that because of this reduction, companies who had previously offered free installation of solar panels were no longer providing this service.

The Committee requested that officers write a letter to the Energy Minister stating that there is now no incentive for people to purchase/install solar panels, if the pay back was reduced significantly.

The Committee discussed how the Solar Panels would assist with the Carbon Reduction Commitment (CRC), given that each panel had to be in place for 25 years. The Committee agreed that Academies would be in situ for at least 25 years, however officers stated that there was no real control over academies, and there was a consultation on the CRC being carried out with Schools and Academies. Members requested the details of the feedback to be circulated.

Officers explained that before a house can install solar panels it has to be "C rated" and have all other insulation measures in place first. Given the cost implication and the very low Feed-In, the Government were conscious that only people who install/buy the solar panel systems could afford to pay out for them. There was criticism that the benefits were therefore only being gained by those that could already afford the system.

The Committee were shown details of the types of consumption information that officers could monitor, and that could be made available should the Committee wish to include this on future agendas. Members were keen to see more information on consumption use, and to make recommendations for further savings.

The Committee discussed the details of other energy saving schemes that had been put in place, and requested that details on Smart meters be provided for a future meeting.

16 BUDGET VARIANCE REPORT

The Committee was due to received details on the Budget Variance Report, however the Chairman informed the Committee that the Leader of the

Council had stated that all budget related items should only be dealt with by Value OSC and this item would not therefore be discussed. Some members felt that this was not transparent scrutiny and stated that they would raise this with the Leader and at Full Council.

17 PERFORMANCE INFORMATION

The Head of Streetcare tabled Performance Information Packs with details about the service's performance. This included details on Flytipping, Abandoned Cars, Tonnage of Household Waste, Missed Collections of Waste, together with information from Public Protection on service requests responded to within 5 working days, noise complaints responded to within 5 working days, and Non-Compliant Food Inspections.

The Committee asked about arrangements for nuisance vehicles, and if the cars were crushed. The Head of Streetcare agreed to circulate details on the procedure.

The Committee discussed other issues about waste and asked for further details on the gasification plant at Frog Island which had been agreed at Regulatory Services.

Officers explained that the information given for the Gullies Cleared indicator was often caused by the sewers not coping with the amount of rainwater, given that they are so old. This was the responsibility of Thames Water. Officers agreed to provide a map of where gullies start and sewers start.

Chairman

Public Document Pack

**MINUTES OF A MEETING OF THE
ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE
Town Hall, Main Road, Romford
5 December 2011 (7.00 - 9.00 pm)**

Present:

Councillors Jeffrey Brace (Chairman), John Mylod (Vice-Chair), David Durant, Peter Gardner, Barbara Matthews, Garry Pain and Frederick Thompson

Apologies for absence were received from Councillor Dennis Bull

Councillor Deon-Burton was also present.

Councillor Deon-Burton declared an interest as the site mentioned in the requisition was within his ward.

The Chairman reminded Members of the action to be taken in an emergency.

18 REQUISITION OF CABINET REPORT - HORNCHURCH COUNTRY PARK, SOUTH END ROAD, RAINHAM - PROPOSED INGREBOURNE HILL EXTENSION

The Committee were informed that at its meeting on 16 November 2011, Cabinet had considered a report concerning the proposed extension of Ingrebourne Hill northwards on 32 acres/12.95 hectares of Council owned land within Hornchurch Country Park. The site was just south of Albyns Farmhouse and the extension was in order to provide a more interesting profiled and managed forested/wetland landscape. The extension would generate an income receipt to the Council from a pre-agreed share of the revenues from the deposit of inert material on the land, in association with Ingrebourne Valley Limited (the company), and a saving in Parks Service maintenance.

Cabinet resolved:

1. To agree in principle to the Council:
 - Entering into a conditional Option Agreement with Ingrebourne Valley Limited to allow them a secure period within which to seek planning consent and the necessary environmental permits for the proposed inert waste depositing to form the Ingrebourne Hill extension; and within which,
 - The Council to undertake public consultation under the requirements of S.123 (2A) of the Local Government Act 1972 concerning interests being granted in respect of public open space.

- The agreement would include an income share between the company and the Council for the deposit of inert waste.
2. To agree in principle that the Option Agreement include a right for the company, once satisfactory planning permission and environmental permits had been obtained and statutory concluded, thereafter within a defined timescale to take a pre-agreed form of short lease for the depositing of the inert waste, together with an obligation to take a pre-agreed form of a 99 year lease from the Council for forestry planting and wetland management obligations when the depositing works are complete.
 3. To agree in principle to the Option Agreement giving the company the right to pass on the forestry planting and wetland management obligations by way of a co-terminus Management Agreement with DEFRA/the Forestry Commission on the payment to it of an agreed dowry from the company, subject to the acceptance of the scheme by the Forestry Commission.
 4. To agree that, once a planning permission has been applied for by the company, the Council initiate statutory consultation in accordance with S.123 (2A) Local Government Act 1972. Any objections received to be reported on at the earliest opportunity for consideration by Cabinet.
 5. To delegate to the Assistant Chief Executive – Legal & Democratic Services, in conjunction with the Property Strategy Manager, the responsibility for the completion of all necessary contractual documentation.

The decision was requisitioned for the following reasons:

- A. To give Members of the Council the opportunity to give detailed consideration of the reasons, rationale and conclusions as advanced in the above proposal.
- B. There were concerns as to the probity of the information presenting in support of logistics, enforcement of agreements and ideology.

A Member commented that the information provided in the Cabinet report regarding insurance would only be valid as far as the company (Ingrebourne Valley Limited) was in existence. This would be a concern if the company was to go into liquidation, and where this would leave the proposed extension and development. Officers explained that Ingrebourne Valley Limited was a reputable company, and had carried out the work on the original Ingrebourne Hill. They had completed work elsewhere and insurance requirements would be met through a policy with an insurance provider.

Officers explained that once the site was completed, it would be handed over to the Forestry Commission to manage on a 99 year lease and would also provide community benefit.

A Member commented that the information which had been provided to Councillors should have been available to the public. Officers explained that the information provided as exempt information within the Cabinet Report, included details relating to the financial or business affairs and in line with the Local Government Act 1972, this could not be disclosed to the public.

The timings of the deposit of inert waste was raised and a Member asked about inspections of the site. Officers explained that geometric surveys would be carried out on the land, on a yearly basis, however this was to assess the volume for the royalty that would be paid to the Council. Other inspections could be carried out at any time; these would include noise conditions, environmental waste permits and the code of practice as set out by the Mayor of London in relation to plant and noise. The Committee were informed that the Environmental Health officers had the powers to impose and enforce decibel ratings on any site.

Members raised concerns about the hours of work and the effect this would have on residents in the area. Officers explained that conditions could be imposed to include that work is carried out over a 5 day week, with timings of 8am to 6pm Monday to Friday. Officers added that the Ingrebourne Hill extension was more remote and that the existing hill was between residents and the proposed extension.

The Committee asked if there were existing relationships with Ingrebourne Valley Ltd. Officers explained that they had contact with the Project Manager, the Clerk of Works and the Site Foreman. Officers added that the company were carrying out building works at the new golf course in Rainham, therefore relationships were in place. The company was very approachable and had provided all information that had been requested. Members discussed at length the details on inert waste and the transportation issues. A Member raised that the current road system around the site was already congested and the increased number of lorries carrying the materials to the site would only cause more congestion.

A member asked if, should the requisition be upheld, conditions be included to take account of the traffic issues around the site. The Committee were informed that they could only determine whether to uphold the requisition or not.

Officers informed the Committee that the possible need for a Traffic Impact Assessment would be considered at the Planning consent stage. Officers agreed that they were happy to pass on the concerns of the Committee to the Head of Development and Building Control.

The Committee discussed the issue of wheel washing of vehicles as they left the site, to prevent the dirt from coming off of the site. Officer explained

that wheel washing was a standard installation. The Environment Agency's contract specified that a wheel wash should be in place at all building sites. It was explained that the company hoped to use any existing equipment that was used for the first part of the Ingrebourne Hill works, including the wheel wash.

After further discussions, the matter was put to the vote.

The proposal that the requisition be upheld (and therefore that the matter be referred back to the Cabinet for further consideration) was LOST (by 6 votes to 1), and it was therefore **RESOLVED**:

That the requisition of the Cabinet decision held on 16 November 2011 not be upheld.

The voting was as follows:

Councillor Durant voted for the upholding of the requisition.

Councillors Brace, Gardner, Mylod, Matthews, Pain and Thompson voted against upholding the requisition.

Chairman

TRANSPORT VEHICLE TRACKING

1. Objective

Having vehicles have been operating a black box tracking system which is a retrospective system (vehicles location, speeds and time is down loaded over night) when the vehicles are parked up.

The provider of this particular software was a company called KL2 and, due to the advances in vehicle tracking and that the vehicle tracking modules provided by KL2 were becoming obsolete, Transport Services were given the task to look at alternative systems that would be cost effective and would meet the requirements of all Transport users.

2. Systems Reviewed

The following systems were reviewed by the Transport Board:

- ADSI
 - BATRAK
 - CYBIT
 - ETS
- a. **ADSI** - Provided a "live" GPS Tracking system which is a web based system. The installation costs and air time, which is paid monthly, was considered too expensive to run across the fleet. All the information that we required the system to do it could deliver but in operation it was considered too complicated when demonstrated and also the installation warranty period was limited to one year only.
- b. **BATRAK** – Formally known as KL2 this provided an upgrade of a GPS "live" web based tracking system instead of the retrospective tracking system currently in use. When demonstrated this system allows operatives to track their fleet vehicles while setting up Geo offence logs flagging up vehicles leaving the borough or being used outside of normal working hours. The system was user friendly and has a suite of reports designed to help operatives. The cost of the system is based on how long you define the working life of your fleet vehicles with a one-off payment built into the vehicle purchase price. This price includes all air time and any other upgrades to Maps and software and would not incur any extra costs so no other charges would be incurred. The vehicle unit has a warranty of 3 years and is currently operated by Blue Chip Companies such as Coca Cola, General Motors and the United Nations.
- c. **CYBIT** – This provided a live GPS tracking system which is also a web based system. However due to the considerable amount of air time charged per calendar month it was ruled out on cost. Also the software when demonstrated was too complicated for users. Operated by Carlsberg & Volvo

- d. **ETS** – This is a live GPS web based system that was user friendly when demonstrated with a suite of reports that could be tailored for fleet operators. The installation costs and air time were considered too expensive plus any upgrades to the web based maps incurred licence fee costs.

3. Conclusion

BATRAK – was selected as the preferred partner regarding vehicle tracking. Having already worked with KL2 on our existing fleet, the upgrade on offer was deemed as a cost effective alternative and with the advantage of ease of use. The other additional advantage of a one-off payment is with regard to installation and air time built into any vehicle / plant purchase price and no other hidden charges.

4. BATRAK - the system

- a. A live tracking system being fitted to all new vehicle purchases while the old current system KL2 is being phased out.
- b. Capable of monitoring not only the vehicles performance but the driver as well.
- c. Each driver is issued with their own individual fob to use in order for the vehicle to be made operational (“start up”). This tracking system identifies not only what type of drivers licence the user has but what type of vehicle they are permitted to drive and so e.g. it will not permit a driver without entitlement on his licence to drive a HGV or PCV vehicle.
- d. All users have a unique log in password and can view all their own department’s vehicles by Fleet Number, Driver or Registration.
- e. The system displays the current locations, speeds and routes that vehicles are taking and who is operating that particular vehicle or plant machinery showing activations for tail lift, tipper, pto engagement and sweeping modes.
- f. The web based system allows the viewer to zoom in on to any vehicle either by the aid of live maps such as Google earth or by the standard map formats where they have the facility to trace back any route including viewing any vehicle activations.
- g. Part of the suite of reports the system will highlight are excessive braking, steering, throttle use and idle time.

5. Performance and Efficiency savings

- a. **Operators** - have now received training for logging on with their unique passwords enabling them to navigate the web based system with Geo fences having been set up per vehicle, by department and location, with users looking at their current fleet vehicles movements whilst checking routes and down time.
- b. **Fuel** – as part of the on going development of the Batrak system it is Transport's intention to start Driver analysis tables in March / April 2012. This will monitor Driver Acceleration / Deceleration events, Excessive idle time and End drive speed tables. This will be first piloted on the PTS bus fleet and then rolled out to the rest of the transport users throughout the year, paying particular detail to fuel usage.
- c. **Driver performance** – Every driver is different but looking at harsh Deceleration events and Acceleration and making the driver aware of these actions can reduce wear and tear on our vehicles and save fuel. With the correct awareness training the end results will be linked to a driver's league table to be displayed highlighting all of the drivers fob numbers but excluding names. This will be displayed on a weekly basis and reviewed monthly.

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AZD AZURE DYNAMICS ELECTRIC TRANSIT CONNECT vs DIESEL FORD TRANSIT 1.8TDCI CONNECT.

1. Introduction

- 1.1. The purpose of this was to evaluate the current diesel model against the latest electric equivalent
- 1.2. The vehicle to be tested was the Ford Transit Connect Electric AZD on a standard courier route over a planned working week.
- 1.3. The driver operator was inducted in how the electric vehicle works including the location of its charge point which is located under the vehicles filler cap. The vehicle was to be charged overnight in the Transport Workshops in Purfleet through the standard adapter lead provided to receive 220v -240v charge.

2. Background and Specifications

The Transit AZD Connect was selected against the standard Diesel Connect because they were comparable size and the controls were familiar with our driver. The loading and unloading was also identical to ascertain what the true range of a electric vehicle was in a live working environment instead of what is quoted by the manufacturer in perfect test conditions. In this case the vehicle manufacturer had a quoted operational range of 80 miles.

The vehicle was trialled and tested on the Passenger Travel Courier routes dealing with various pick ups and drop offs around the borough in the month of September 2011. The length of the route is 80 miles which was the range of the Electric AZD.

Specification for Electric Vehicle

- The Vehicle is powered by a High Voltage Liquid cooled 28 kwh Lithium - ion battery pack.
- Equipped with a on board charger receiving AC input from a charge port .Converts AC to DC power to charge the battery in 6 – 10 hours depending on amperage.
- Vehicle is driven by a motor controller which converts DC to AC for the two Electric Traction Wheel Motors which in turn converts the energy into Torque to drive the front wheels of the vehicle.
- Vehicle capable through re-gen braking and coasting of extending battery range through the Motor Controller inverter.
- Capable of carrying a pay load 500 kgs with a Gross Vehicle Mass of 2340 kgs
- Full European type approval.
- Fully tested as an Electric Vehicle.
- Purchase Price £39,995

Specification of Standard Ford Transit Connect SWB Diesel

- Powered by a 1.8 TDCI 66kw (90ps) Single Overhead Camshaft Engine with Direct injection.
- High pressure common rail multipoint fuel injection system and fixed geometry turbo charger with intercooler.
- Vapour Diesel Particulate Filter.
- 5 Speed manual transmission.
- 60 litre fuel tank.
- Capable of carrying 829 kgs with a gross vehicle mass of 2340 kgs.
- ESP electronic stability control & ABS anti lock braking system.
- Purchase price of a New Havering specification Connect van based on current prices £12,856 (Original purchase price of current connects on PTS fleet £8,970)

3. Real Time Testing (Trial)

The object of this was to place the fully charged electric vehicle with one of our selected, briefed and trained courier drivers on standard red / yellow morning routes and then in the afternoon proceed with blue / green routes carrying out their normal day to day tasks, which is normally carried out by a standard diesel transit connect.

7.00am 12.09.11

Driver takes vehicle from Purfleet and starts red / yellow routes which cover collections from Royal Mail Crow Lane to drop off and collection points at the Town Hall, Harrow Lodge Depot and various schools and locations around the borough approx 40 miles.

11.15am

Vehicle returned to Purfleet with battery health 98% exhausted. With the vehicle unable to complete its afternoon run the vehicle is returned to the Transport Workshop and placed back on charge at approx 11.30am with the courier service reverting back to their standard diesel connect van to complete the afternoon blue / green routes. Electric vehicle checked over after being on charge for 19 hours vehicle is now again in a fully charged state on 13.09.11

7.00am 13.09.11

Vehicle again proceeds with the same driver on courier red / yellow routes, weather conditions on the day damp. Vehicle again returned after completing mornings run.

11.15am

Yet again the vehicle is returned to the workshop with the vehicles battery range completely exhausted with only 5 miles of range left after its morning run with the driver reverting back to the diesel powered original courier van.

Conclusion:

- Having extensively talked to the Ford Motor Company it would suggest that the way the electric motors deliver power to the front wheels to AZD electric connect decreases the range cycle of the vehicle considerably especially with multiple drop off and collection points and the 80 mile range quoted by the manufacturer can not be achieved.
- Ford Motor Company have agreed that the vehicles electrics may have to be re-mapped in accordance to the type of work it was placed under and linked to our drivers type of driving style under a full evaluation. But this is still only guess work by Ford and we are still currently waiting for them to offer this service.
- Considering the original purchase price of the current Ford Transit Connects is £8,970 and currently Passenger Travel Services run two identical vehicles with a total purchase price £17,940 and that the purchase of two electric connect vans would cost £79,990 this is the equivalent of purchasing 6 diesel connect vans at current prices.
- Total average fuel cost for a standard Transit Diesel Connect per year is £1900 this is based on these vehicles averaging 35.1 mpg or 7.72 miles per litre which equates to a working range of 462 miles between re – fuelling (based on their standard 60 litre tanks) So the 2 vehicles would cost £3,800 p.a or over the 4 years which they are currently based on £15,200 add this to their purchase price gives you a grand total of £33,140.
- It would cost the council an additional extra £46,850 on top of the original purchase price and fuel running costs of the 2 diesel connects to purchase 2 AZD electric connect vans that can only partially meet the requirements of the service and so at this time are unsuitable for this type of work.

4. The Future

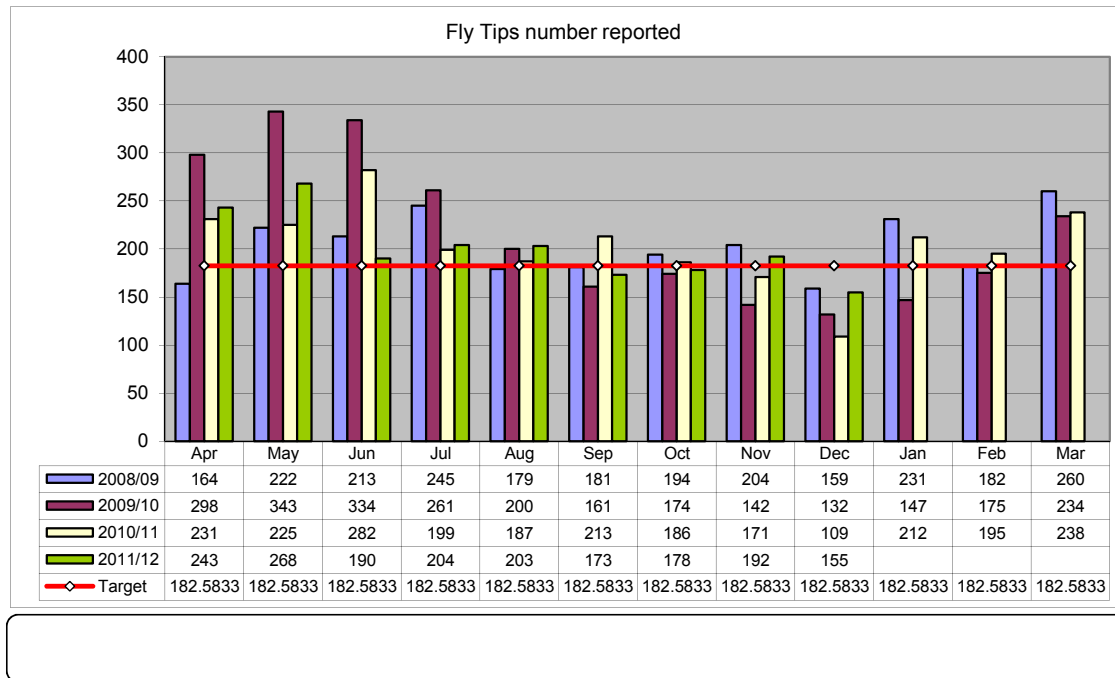
Various manufacturers will be launching electric and diesel hybrid vehicles in 2012 which we will be involved in speaking to them and potentially testing the vehicles on trial.

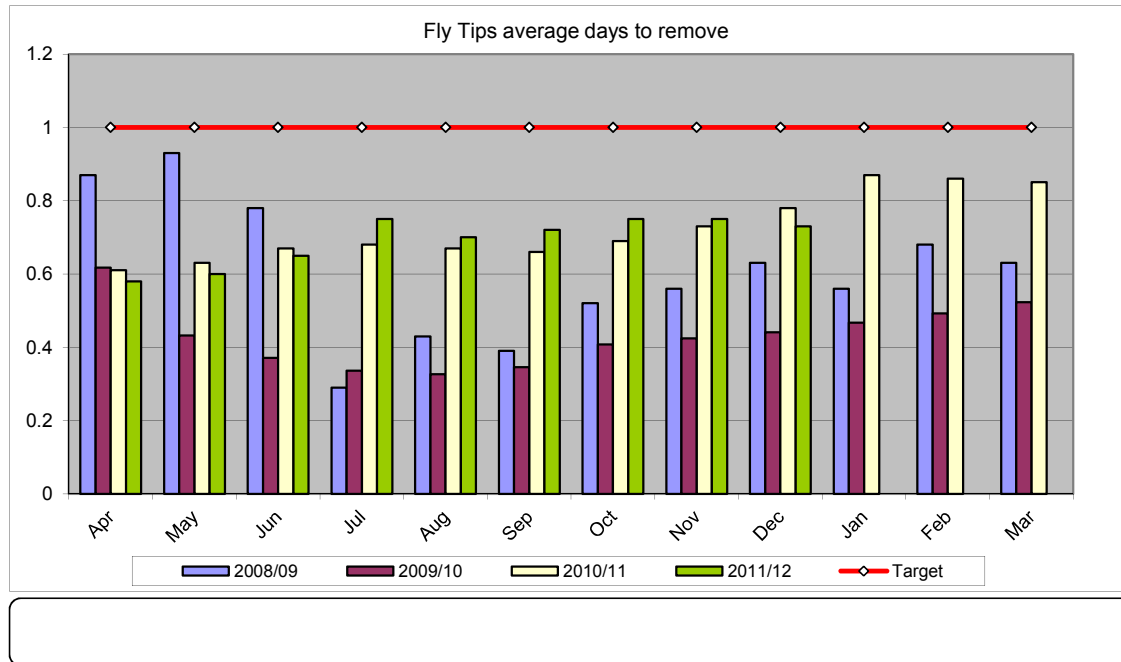
Below is a list of Manufactures and Models

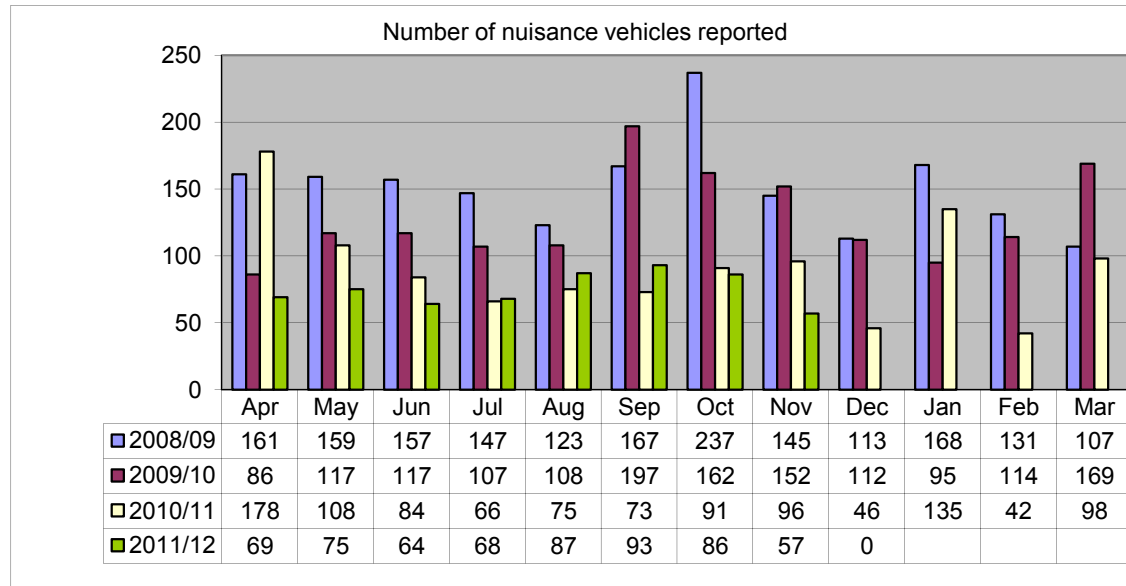
- Citroen – C Zero
- Ford – Electric Focus
- Mitsubishi – I Miev
- Nissan - Leaf
- Renault – Zoe, Twizy, Kangoo Z.E & Fluence Z.E (expecting trial vehicles in Feb / March)

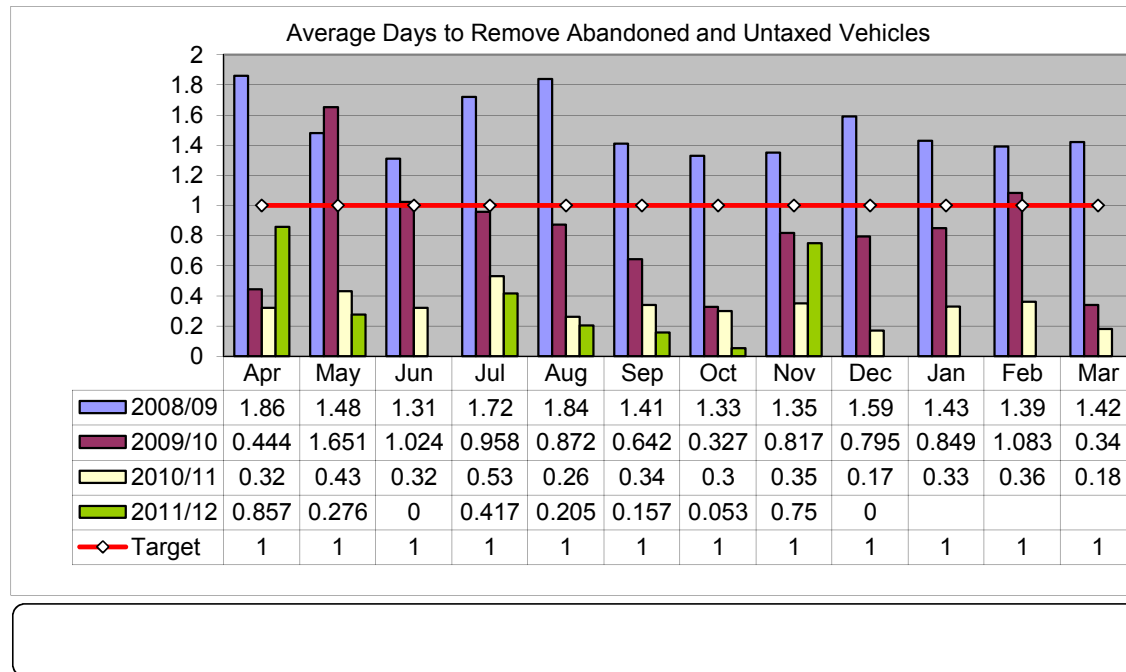
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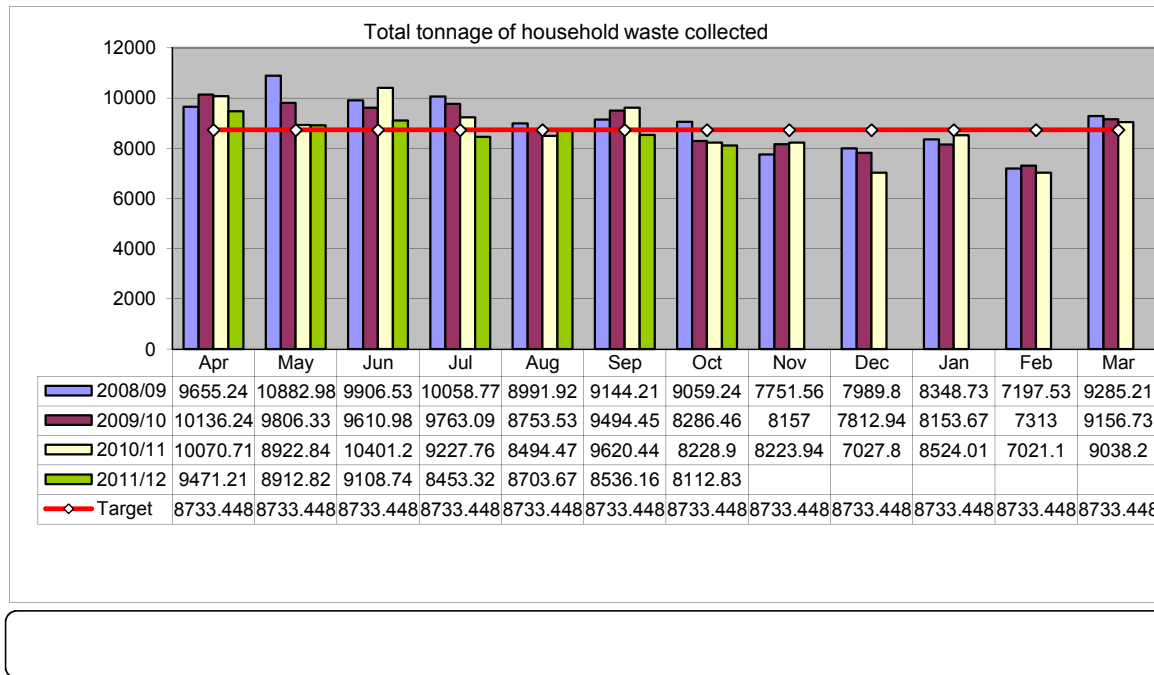
**Environment Overview & Scrutiny Committee
Performance Report**
Period: November 2011

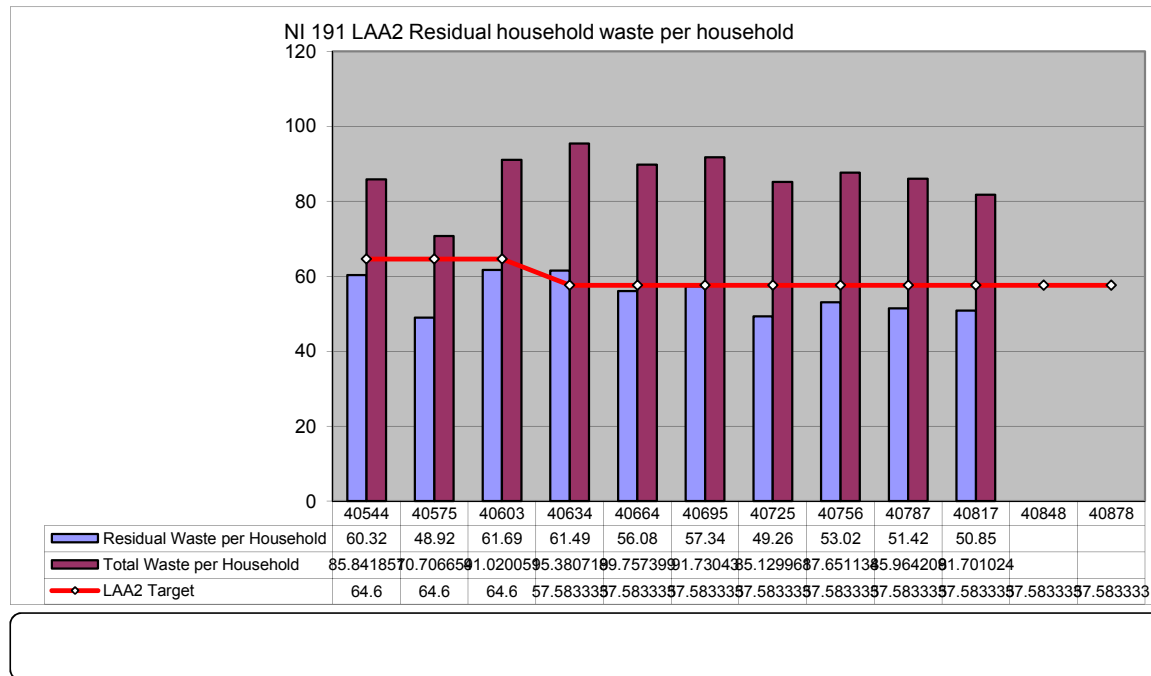


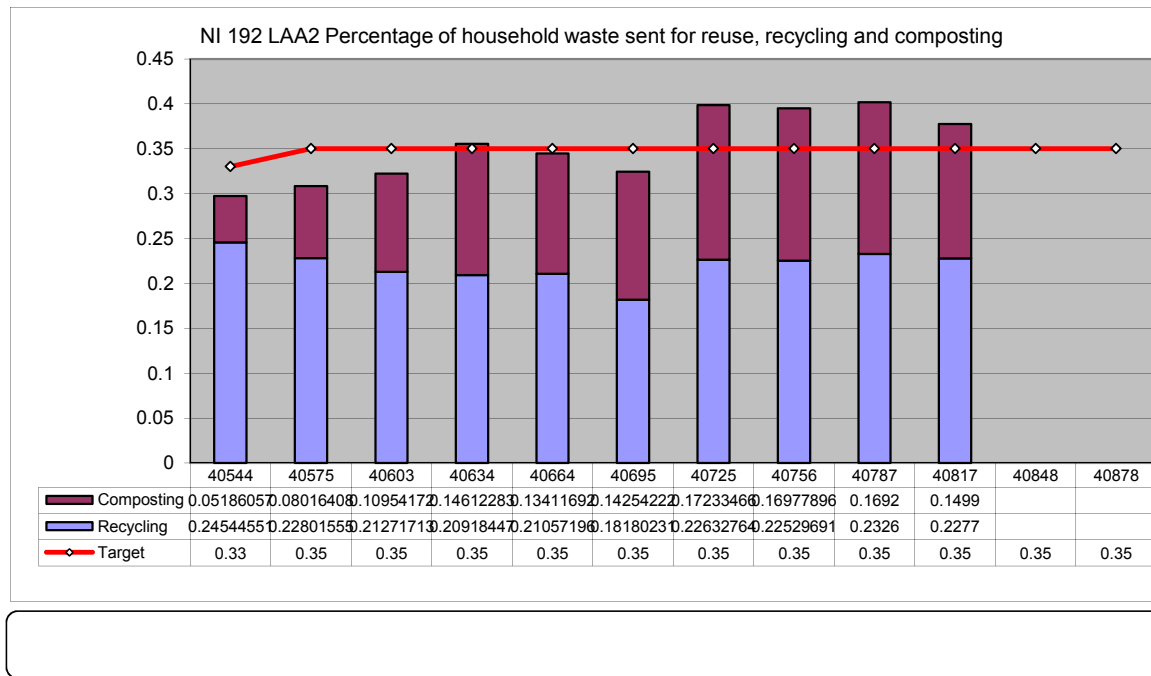


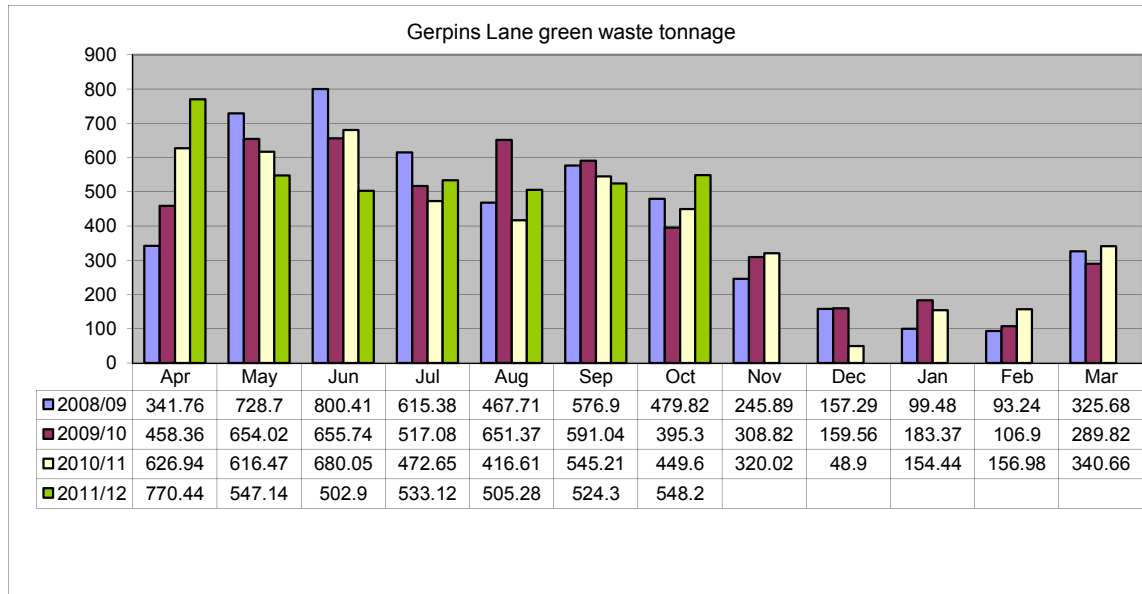


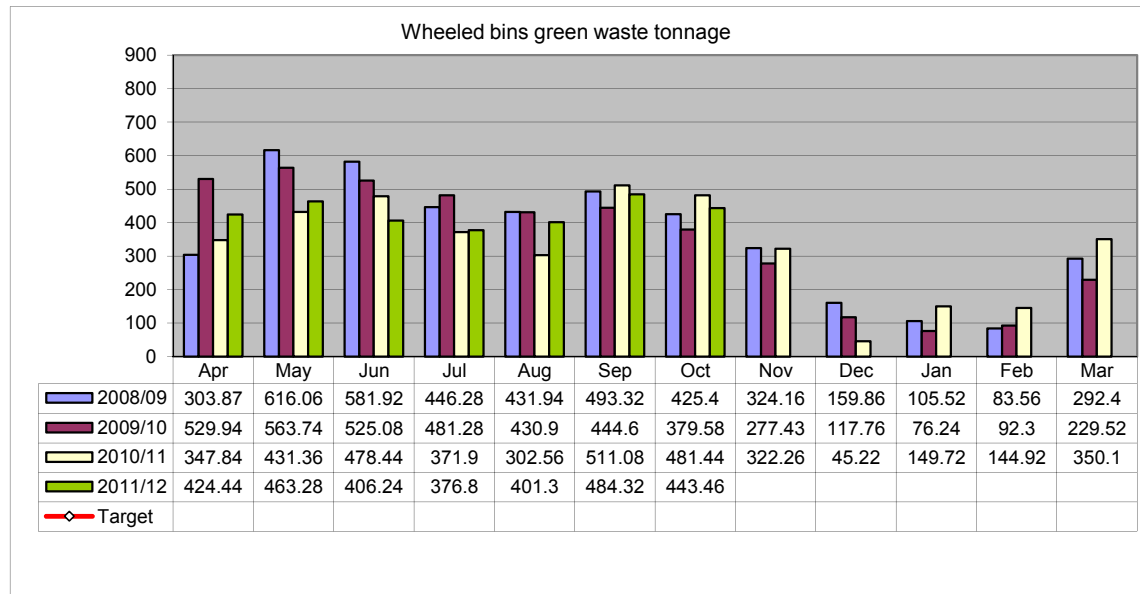


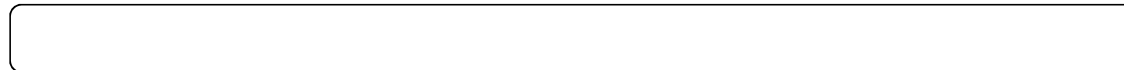
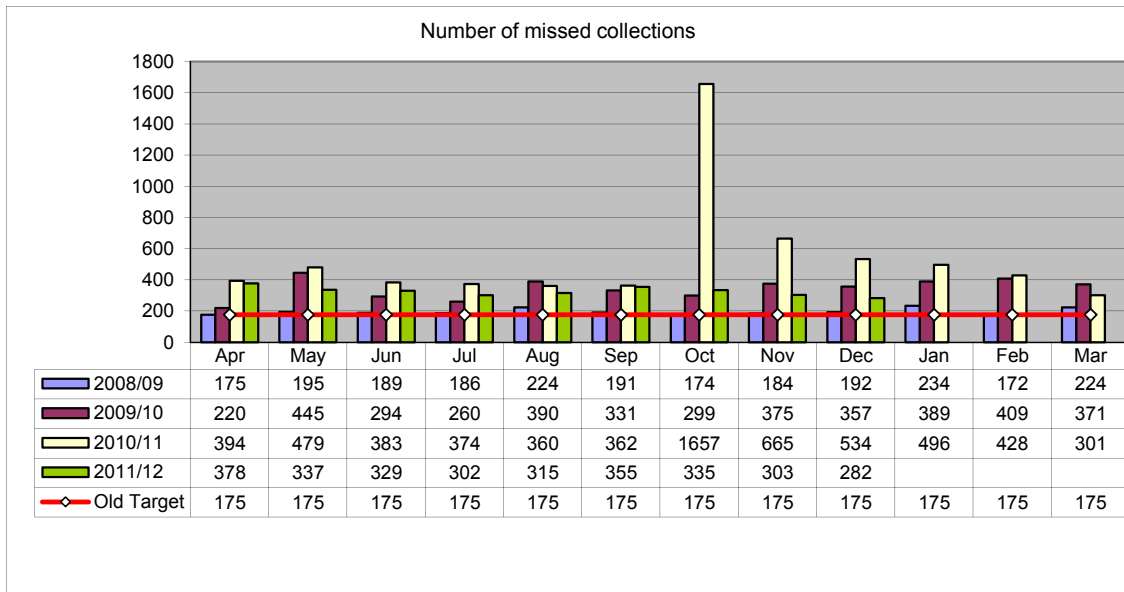




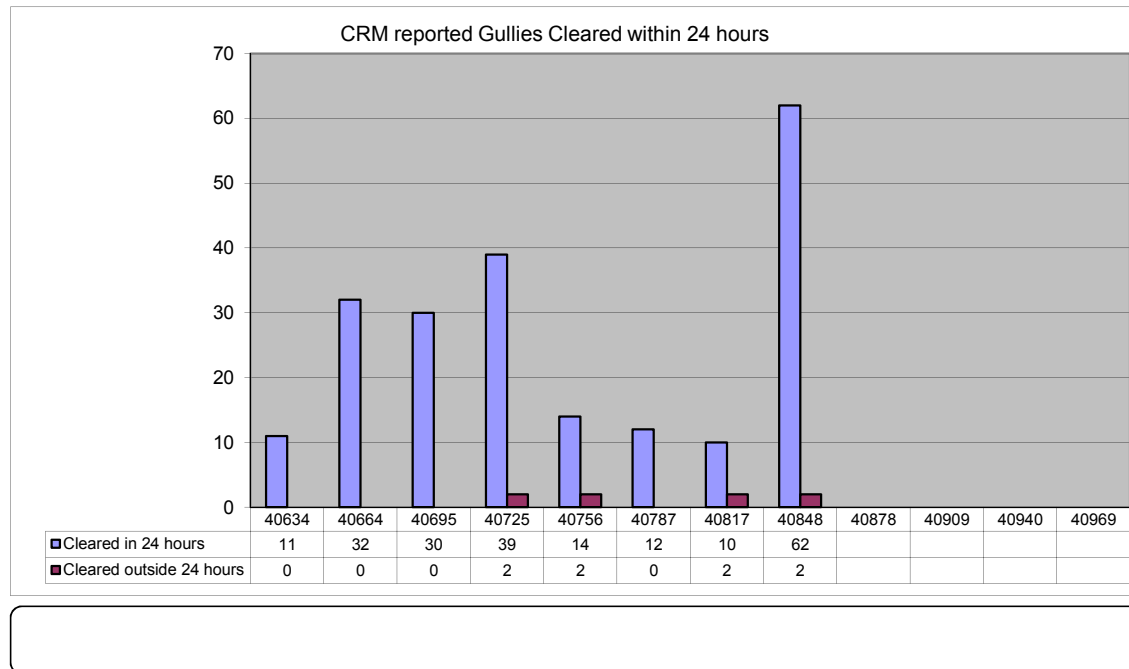


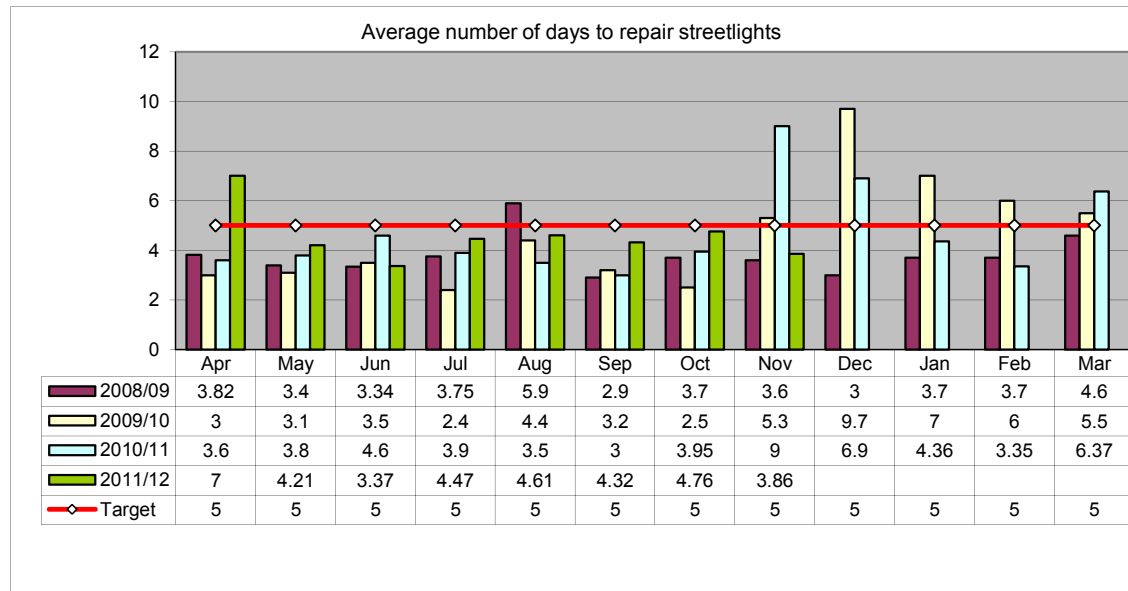


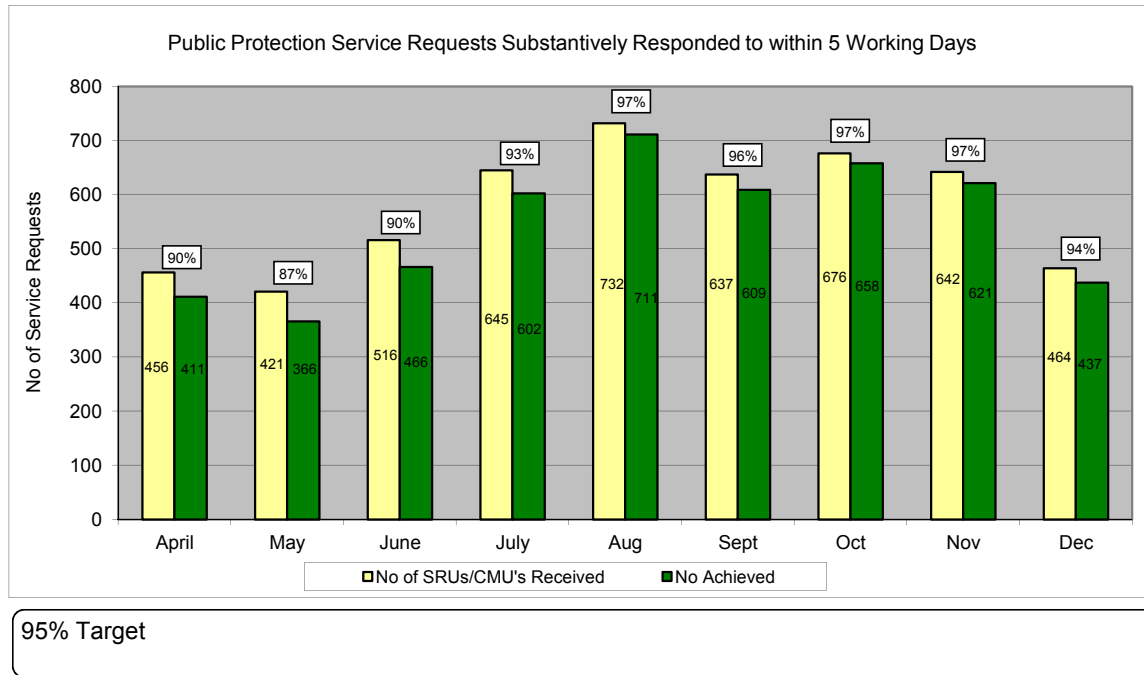


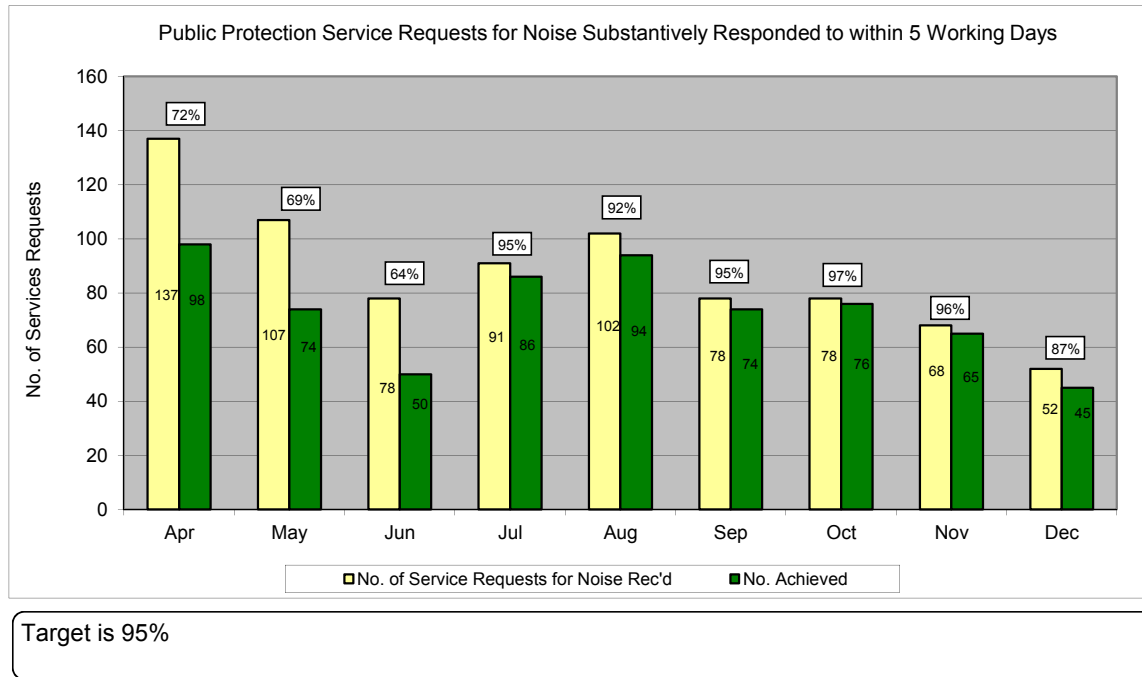


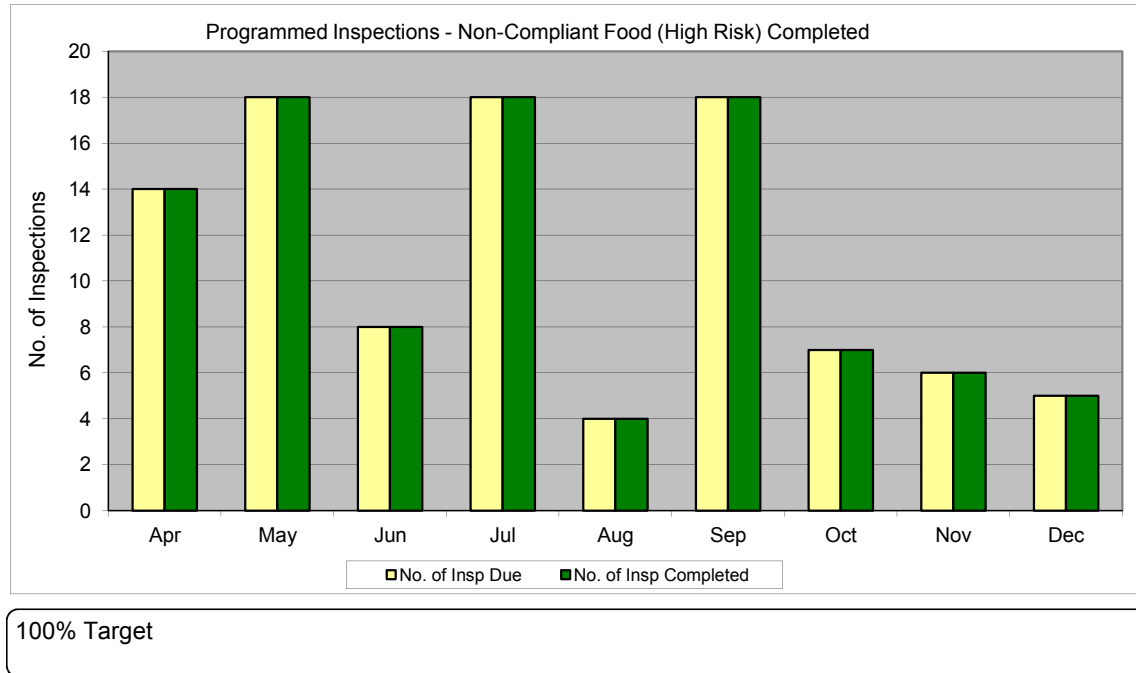












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