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Corporate Plan Output: Solid Waste	

The purpose of this report is to appraise the committee of actions under way to introduce ‘trailer weighing and sorting’ at the Council’s refuse stations.

BACKGROUND

Current Charging Regime Inequities

During consideration of solid waste charges at the Annual Plan Working Party meetings for the 1999/2000 budget, the issue of inequity between the domestic and commercial waste charges was discussed.

Under the current pricing structure domestic vehicles (trailers, cars, small vans) are charged on a fixed price per vehicle, whereas all commercial vehicles are charged by weight. Historically domestic charges have been lower than commercial charges, and over recent years this has generated a lot of complaints from commercial users of the refuse stations. The culmination of this dissatisfaction has been a very large number of complaints by commercial waste carriers during the 1999/2000 Annual Plan submission process about inequity of charging. In addition the Council has received legal advice from Buddle Findlay concerning inequities in the charging and advising that, taking Commerce Commission legislation into account, the current position is legally untenable.

New Proposals

The Recovered Materials Foundation has been doing an excellent job of managing the Council’s Resource Recovery Centres at the Refuse Stations for over one year and has been investigating ways to increase the diversion of recyclable materials from the domestic waste stream. A proposal under consideration was to provide a “trailer contents sorting” service at the Resource Recovery Centres, whereby staff would assist customers off-load recyclable or reusable items from their cars/trailers before going to the refuse pit.

In the context of the discussions about domestic/commercial charging inequity, this proposal has been expanded to include the concept of weighing the residual refuse that domestic customers dump in the refuse pit, and charging for this at the same rate as commercial customers.

This trailer weighing/sorting proposal was presented to the Annual Plan Working Party who resolved:

- (a) That all domestic vehicles be charged by weight.
- (b) That the target date for implementing the new charging arrangements for domestic vehicles be early January 2000.
- (c) That staff report to the City Services Committee on the detail of the proposal.

- (d) That \$150,000 be provided in 1999/2000 for the capital expenditure required to give effect to this proposal.
- (e) That net revenue of \$100,000 be budgeted.

PROPOSED NEW OPERATION

Following initial investigations, operation of an enhanced system is envisaged as follows:

- Three incoming lanes at each refuse station resource recovery centre, one for commercial vehicles to 'bypass' and two for trailer off-loading.
 - Two 'in' lanes at the kiosks one for weighing all vehicles and a 'bypass' for the Council's transfer vehicles.
 - *All commercial and domestic refuse vehicles weighed in and out and charged at \$55.70 per tonne.
 - *Minimum charges for each category of vehicle.
 - *Green waste charged by weight at a fixed (but reduced) percentage (for example 60%) of refuse charge.
 - *Domestic mixed loads of refuse/green waste charged by weight at a reduced fee.
 - Two 'out' lanes at kiosks, one for domestic green waste vehicles and Council's transfer vehicles, and one for all other vehicles to be weighed out.
 - Barrier arms to be installed at all kiosks.
 - The existing computer operating system for weighing in/out can be utilised for this proposal.
 - Relatively minor roading works required at Styx Refuse Station to accommodate proposal.
 - Parkhouse Refuse Station 'out' weighbridge and kiosk probably needs moving to avoid queuing across the tipping area.
 - Possible new road at the Metro Refuse Station to allow transfer trailers out without conflict with queuing vehicles.
- * It should be noted that a recent visit by Simon Collin and Mike Stockwell to a Waitakere City Refuse Station in Henderson, Auckland observed a similar charging system operating very successfully. In addition Joan McSweeney (RMF Business Development Manager) and Simon Collin (Solid Waste Manager) will be travelling to Australia in September to inspect a successful trailer sorting operation.

Concept plans are currently being prepared and cost estimates (including increased revenue projections) will be reported to October Council.

Recommendation: That the information be received.

Deputy Chairman's

Recommendation: That the Committee authorise the Waste Management Unit to continue to investigate an enhanced system for charging for trailers and private vehicles.