

8. REFUSE TRANSFER STATION ALTERATIONS

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The purpose of this report is to inform Councillors of the progress towards the upgrading of the Council's refuse transfer stations to make them suitable for when use of the Kate Valley Landfill commences.

BACKGROUND

The introduction of a new Regional Landfill at Kate Valley will necessitate a change in the current system for transporting refuse from Christchurch's refuse transfer stations. The current transport system, which utilises heavily steel reinforced semi-trailers, is too inefficient for the long haul distance to Kate Valley. The Christchurch City Council is contractually bound under the Memo of Understanding, signed when the refuse disposal arrangements were set up, to carry out the necessary modifications to its facilities to make them compatible with the transport system selected by Transwaste Canterbury Ltd. Note here that under the Memorandum of Understanding, the ownership and responsibility for the refuse changes from the territorial local authority (TLA) to Transwaste Canterbury just after the TLA has placed it into the Transwaste transport trailer (the latter being operated on behalf of Transwaste Canterbury by Canterbury Waste Services Ltd).

TRANSPORT

Canterbury Waste Services Ltd (acting on behalf of Transwaste Canterbury) has investigated numerous transport systems and concluded that compacting the refuse into containers by skeleton truck and trailer is the best option. Skeleton trucks and trailers are lightweight units purpose-built for transporting shipping containers. This system has the lowest overall cost and offers a number of intangible benefits.

STATIONARY COMPACTORS AND CRANES

Compacting into containers for transport on skeleton truck and trailers requires a change in the current compactor system (now over 20 years old) at the City's three refuse stations. Container handling equipment will need to be introduced to load the container onto the trucks and trailers.

A working group, comprising staff of the Christchurch City Council, Canterbury Waste Services Ltd, and City Care Ltd, has reviewed options for the refuse compaction system, including whether a second compactor is required at Parkhouse Road Station (this station has the highest input of waste). This report concluded that the best option is a bogie system to transfer containers to the load-out area, and container handling equipment for loading the transport vehicles.

The report concludes that the installation of a single compactor at both Metro Place and Styx Mill stations, and two compactors at Parkhouse Road station, will provide the lowest long-term cost. The up-front cost of the second compactor (and associated structural alterations) at Parkhouse Road is more than offset by long-term labour and operational savings.

A winched bogie which is fully automated is the preferred system for moving containers between the top of the existing ramp and the face of the compactor.

Using a goliath crane at each station to stack containers on-site and to load container trucks is the cheapest and preferred container handling system.

STYX MILL CLOSURE

There has been some recent discussion in respect to the possibility of closing the Styx Mill Road Refuse Station. A report is being prepared on this and will be presented at a later date. If Styx Mill were to close, refuse volumes will rise at both Metro Place and Parkhouse Road Stations. At present the intention at Metro Place is to install only one compactor, but if increased volumes eventuate (due to Styx Mill closing or other reasons) it is likely to necessitate a second compactor to be installed. The proposed design at Metro Place allows for further modifications to install a second compactor if required.

FINANCIAL INFORMATION

The estimate for this work is within the 2001/02 budget provision of \$4.65M over the 2002/03 and 2003/04 financial years. Work on the detail design has now commenced and it is intended that conversion of the first station (Metro Place) will commence in October of this year.

PROGRAMME

It is intended to go to tender for refuse station modification work in August, with each refuse station required to be closed (individually) over a period of two months. That is, only one out of the three stations is closed at any one time. Tenders are expected to be reported to this Committee in October 2002. A barchart timetable for the project is attached.

SUMMARY

The existing 20-year old compacting and transportation arrangements at the Council's Refuse Transfer Stations are not appropriate or economic when use of the Kate Valley landfill commences. A City Solutions officer-prepared report has concluded that the most suitable option is to replace the existing stationary compactors and use an automated bogie rail system to transfer refuse containers down the ramp from the holding area to the new compactors. In addition, a Goliath crane is the best option for stacking containers in the holding area, and for loading the containers onto and off the trucks and trailers. Estimates for the work are within budget, and design work is proceeding with the intention to commence conversion of the Metro Place Station in October of this year.

Chairman's

Recommendation: That the information be received.