

TO: JOINT WASTE DISPOSAL BOARD
21st Sept 2010

JOINT WASTE DISPOSAL BOARD - PROJECT UPDATE
(Report by the Project Director)

1. INTRODUCTION

- 1.1 The purpose of this report is to inform the Joint Waste Disposal Board of progress since its last meeting on 1st July 2010.

2. RECOMMENDATIONS

- 2.1 **To note progress made since the last meeting on 1st July 2010.**
- 2.2 **That Members endorse the early procurement of a new haulage contract as described in paragraph 3.12 below.**
- 2.3 **That Members endorse the relaxation of the requirement for vehicles hauling re3 waste to be liveried (with the re3 logo) as described in paragraph 3.15 below .**
- 2.4 **That Members approve the changes to the access controls at both Household Waste Recycling Centre's as described between paragraphs 3.23 and 3.25 and at 3.28.**

3. SUPPORTING INFORMATION

Operations and Facilities

- 3.1 A further incident of abuse towards a member of staff at the Smallmead Household Waste Recycling Centre (HWRC) occurred during August. The councils have made arrangements to highlight this issue, along with other information about safety and the 'contamination' of recyclables in the next issue of the monthly Green Pages supplement (in each of the Borough areas).
- 3.2 The Contractor is reviewing the coverage of its CCTV provision within the (HWRC) as a result of the aforementioned incident.
- 3.3 Repairs to the concrete floor slab in the HWRC shed at Longshot Lane are now complete. As a result, the contractor is now able to proceed with a trial of a mini-MRF. The mini-MRF is designed to capture recyclable materials such as metal or wood from the waste which residents deposit in the shed, for disposal, at the site.
- 3.4 The Contractor has negotiated a new outlet for wood collected at the HWRC's. With the new outlet both 'clean' wood (e.g. untreated) and 'dirty' wood (e.g. treated wood and mdf) can be placed in the same collection bay by patrons. This change has greatly increased the amount of wood captured. In the first two months of the new arrangement, the tonnage of wood collected has more than doubled on the same period in 2009.
- 3.5 The new reprocessor for wood is able to recycle 80% of that collected and sends the remaining 20% for recovery via a biomass process.
- 3.6 At the previous meeting of the JWDB (July 2010), Members received a presentation on the re-use trial being conducted at the Smallmead and Longshot Lane HWRC's. The trial period has ended with a combined average of 20t per week being diverted

from the two sites. The re-use activity continues at both sites and both the councils and Contractor will continue to explore ways in which activities can be expanded.

- 3.7 At the previous meeting of the JWDB (July 2010), Members requested further information regarding consultants costs and also the potential implications of Contract Waste falling below 190,000 tonnes. Officers have subsequently provided detailed answers in both cases.

Joint Working Agreement

- 3.8 There are currently no known proposals for changes to the Joint Working Agreement between the councils.

Haulage Contract Re-let

- 3.9 Schedule 31.1 of the Project Agreement for the PFI Contract specifies that the Contractor should commence Market Testing of the haulage contract no later than six months prior to the Haulage Market Testing Date.
- 3.10 Schedule 31.3 also specifies that, no earlier than eight months and not later than six months prior to the Haulage Market Testing Date, the Contractor should detail to the councils the charges for the current contract and engage in discussions about the specification for the impending procurement.
- 3.11 The Haulage Market Testing Date will be five years after the commencement of the Contract and thus will fall early in December 2011. The practical effect of the two Schedules referred to above, would therefore combine to require the Contractor to begin the procurement process no earlier than April 2011.
- 3.12 The Contractor has, requested that they be allowed to commence the process in December 2010. The reasoning behind this is simply that, should new vehicles be specified, the procurement and build-time for them would exceed the eight-month window envisaged in the Project Agreement.
- 3.13 All other requirements upon the Contractor in respect of involving and consulting the Councils with regard to the specification of the new Haulage Contract would be adhered to.
- 3.14 If Members approve a relaxation as described at 3.9 above, and it proves to be an effective course of action, the councils and Contractor could seek to formalise the arrangement in advance of subsequent Haulage Market Testing exercises. Retaining the current drafting until the outcome of this process is evaluated would protect the councils in future haulage procurements.
- 3.15 One other issue upon which the Contractor would value an early steer from Members is the issue of livery. At the commencement of the PFI Contract in 2006, the councils specified that the HGV 'tractor' units and trailers should be liveried with the re3 logo. It is felt that removing this restriction could result in greater flexibility for the successful haulage contractor. The potential flexibility of being able to call upon other vehicles, not marked with the re3 logo, may be reflected in the overall price for the new contract.
- 3.16 The haulier would still be subject to standards of maintenance and cleanliness for their vehicles and trailers.
- 3.17 Again, if this relaxation proves to be effective and there are no unintended consequences, it could be formalised at a later date. Retaining the current drafting

until that the outcome of this process is evaluated would protect the councils in future haulage procurements.

Height Barriers and Access Controls

- 3.18 Members approved the adoption of a Waste Acceptance Policy in September 2009.
- 3.19 The Policy established a published standard for patrons of the HWRC's. The Policy sought to control the amounts of waste which could be deposited on a single visit at a level appropriate with householder use of the facilities.
- 3.20 The Policy also established the presence of a height barrier at the Smallmead facility. A height barrier had been in use at Longshot Lane since 2002.
- 3.21 Because of the layout at Smallmead, the Contractor introduced a 'reception' system to manage the introduction of the height barrier at Smallmead. That system included the facility for householders without access to a vehicle which would fit under the height barrier to book-in and by-pass the height barrier between the hours of 8.00am-10am and 2.00pm and 4.00pm each weekday (8.00am – 10.00pm on Saturdays).
- 3.22 In practice this arrangement has placed a large and unexpected administrative burden on the Contractor. Patrons wishing to book an 'over-height' visit have phoned the Contractor to do so, and the Contractor has, at that precise point, no ability to test whether the waste being booked-in is genuinely household waste or not.
- 3.23 As such, the councils and Contractor have recently discussed the removal of the booking-in procedure. The proposed alternative is simply to retain the 'reception' arrangements at the front of the site between the hours described above. Overheight vehicles wishing to access the public site, would present themselves during the 2-hour periods and Contractor staff would then seek to ascertain whether the waste is genuinely of household origin or trade.
- 3.24 Where it is suspected that the waste is trade waste, the patron would have the opportunity to dispose of the waste through the trade route available on site.
- 3.25 By simplifying the procedures in this way, it is felt that the original objective of controlling trade waste ingress can be retained but that the ineffectual (but considerable) administrative burden can be reduced.
- 3.26 Another option was presented by the Contractor. It proposed the opening of the height barrier for periods of time and that the role of checking for trade waste be carried out within the HWRC's themselves.
- 3.27 Officers feel that option represents a significant change to the current system, which demonstrably works. It would create a higher level of uncertainty about the status and role of the existing height barriers amongst patrons – potentially resulting in concerns about safety. It would also involve moving the 'reception' activity for potential trade waste into the HWRC itself – at which point it is often very difficult to dissuade or redirect trade waste from utilising the public site. For these reasons, Officers advise Members against this change to the current systems.
- 3.28 There is also a proposal to simplify the access controls for trailers to enable all single axel trailers to access the site, subject to the waste carried being of household origin.

Performance

- 3.29 Performance in terms of National Indicator 192 (% household waste recycled, reused and composted) and National Indicator 193 (% municipal waste sent to landfill) is outlined below.
- 3.30 Bracknell's Quarter 1 NI192 result is 40.9%, and NI193 is 20.5%.
- 3.31 Reading's Quarter 1 NI192 result is 33.3% and NI193 is 29.1%.
- 3.32 Wokingham's Quarter 1 NI192 result is 41.1%, and NI193 is 20.7%.
- 3.33 Due to seasonal variability, these initial results may not be indicative of the year-end position. The first half of the year tends to be the best in terms of recycling performance. The second half of the year invariably results in lower levels of performance, and a negative impact upon the annual result.

Risk Register

- 3.34 The Risk Register is included within the agenda for this meeting of the Joint Waste Disposal Board.

Use of re3 Facilities by West Berkshire Residents

- 3.35 At the last meeting of the JWDB, Members requested an update on negotiations with West Berkshire Council in relation to the costs, to the re3 partnership, of receiving waste from householders resident within that council area.
- 3.36 Members will be aware that discussions between officers, early in July 2010, appeared to move the issue forward.
- 3.37 Since that time, no further progress has been made and the re3 councils await a response from West Berkshire Council in relation to the position discussed at the aforementioned meetings.

Lakeside Energy from Waste Facility

- 3.38 Negotiations between the contractor and the councils on specific details relating to the legal drafting of the agreement remain ongoing.

BACKGROUND PAPERS

Progress Report to Joint Waste Disposal Board (24th February 2010)

Report on Waste Acceptance Policy (22nd September 2009)

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