

CS1 of 2019

REPORT ON STATUS OF REFUSE REMOVAL / COLLECTION SERVICE IN MATJHABENG MUNICIPALITY AND PROPOSED INITIATIVE TO SOLVE THE CHALLENGE (CS&LE)

PURPOSE

To report to the Section 80 Committee meeting about Refuse Removal / Collection Service in Matjhabeng Municipality and request to invite the prospective service provider with remedial measure to the existing non-compliance to legislation.

BACKGROUND

The service on refuse removal is not consistent as anticipated by the Community. It is the desire of the Directorate to propose to the Executive Management the initiative to invite the prospective service provider to Introduce Turn Key Solution approach as remedy to the existing poor service delivery.

DISCUSSION

To highlight to the Committee the current situation that prevails in the Directorate and to seek ways and means to overcome the inconsistent service delivery to the Community.

The prevailing scenario with regard to the service delivery:

STANDARD AND STATUS OF COMPACTOR TRUCKS:

Operational Status of Compactor trucks: All Units:

- **Welkom** – Of the **15** compactor trucks allocated for Welkom unit between **one** and **four** are operational for the **entire 22 working days month**.
- **Virginia** – of the **8** compactor trucks allocated for Virginia unit only **one** compactor is operational for the entire **22 working days month**.
- **Odendaalsrus** – of the **5** compactor trucks allocated for Odendaalsrus unit **one** compactor is operational for the **entire 22 working days month**.
- **Hennenman** – of the **3** compactor trucks allocated for only **one** truck is operational **for the entire 22 working days month**.
- **Allanridge** – of the **2** compactor trucks allocated for Allanridge **none is operational for the entire 22 working days month and was assisted by Odendaalsrus**.
- **Ventersburg** – of the **1** compactor trucks allocated for Ventersburg unit, **none is operational and the unit was assisted by Hennenman for the entire 22 working days month**.

CHALLENGES

Down time caused by processes to repair and maintain refuse trucks.

Downtime caused by long process to issue orders and the payment of service providers which escalates removal backlogs.

Excessive overtime worked and Workers fatigue.

Centralised fuel distribution.

Compactor truck drivers holding acting drivers positions.

Unbalanced Staff structure – Posts that does not exists in Units other than Welkom. Gradual expansion of Towns (Units) which affects existing tools of trade.

FINANCIAL IMPLICATION

- **Procurement of new Refuse Compactor Truck @ R 2 000 000**
- **The continuous repairs on over used trucks and that exceeded Five Year life-span**
- **Recurring Overtime expenditure due to continuous service backlogs**
- **Inconsistent Service Delivery.**

LEGAL IMPLICATIONS

Compliance to

- National Environment Management Act (Act 107 of 1998)
- National Waste Act (Act 59 of 2008)
- National Health Act (Act 61 of 2003)
- Municipal Structures Act (Act 117 of 1998)
- Municipal Systems Act (Act 32 of 2000)

POLICY POSITION

- Municipal By-Laws
- National Waste Management Strategy
- National Domestic Waste Collection Systems

RECOMMENDATIONS

1. That the Section 80 Committee accepts the report as presented.
2. That the Department be allowed to invite prospective service provider to present alternative approach for better service to the community.

CS2 of 2019

**REQUEST FOR IMPLEMENTATION OF ORGINSATIONAL TRANSFORMATION
WITHIN THE BRANCH SOLID WASTE MANAGEMENT WITH REGARD TO
CHANGING OF WORK ROUTINE FROM NORMAL SCHEDULED WORK
PROGRAM TO CONTINUOUS WORK PROGRAM (CS&LE)**

PURPOSE

To acquire permission from the Section 80 Committee to implement the change from normal work schedule to continuous work schedule at the Branch: Solid Waste Management.

BACKGROUND

Matjhabeng Local Municipality is one of the 283 Local Authorities in South Africa. Matjhabeng is comprised of 6 towns (units) being Welkom/Thabong; Virginia/Meloding; Odendaalsrus/Kutloanong; Ventersburg/Mamahabane; Hennenman/Phomolong and Allanridge/Nyakallong. Each town has its own weekly removal schedule:

- Welkom: 10 areas to be serviced per day and 50 areas per week.
- Virginia: 8 areas to be serviced per day and 40 areas per week
- Hennenman: 5 areas to be serviced per day and 25 per week
- Odendaalsrus: 5 areas to be serviced per day and 25 per week
- Ventersburg: 2 areas to be serviced per day and 25 per week
- Allanridge: 1 area to be serviced per day and 5 days per week

One out of ten areas normally known as rounds must be allocated with the compactor truck for refuse collection for example Welkom will need 10 compactor trucks to service 10 different areas per day.

The current situation is such that the towns are expanding with the formalization of informal settlement like Ext 15 to 19 next to Bronville, 2010 settlement, Leeubosch farm at K9 in Kutloanong, Aeroplanes settlement in Phomolong to mention but few. All this settlements are subjected to the expansion of the existing areas as new areas cannot be created. The number of service areas remains the same but the volume of the work increases.

The Branch Solid Waste Management is facing various challenges which affect its performance output and expose it to the negative output from what the community is expecting.

The prevailing circumstances pose very strenuous output that reflects how the entire Department is affected. Previously it seemed as if the staff shortage is the serious handicap and as time goes on, insufficient or lack of transport emerged as the top most handicap.

Additional manpower was sourced from other Branches to supplement on what was available. The lack of transport emerged prominently to the extent that available manpower does not match the number of transport at hand.

The situation developed into two factors which put the service delivery at stake. The first factor is staff that seemed to be redundant due to the fact that some workers must wait for the better part of the day for truck whilst available trucks are servicing the areas.

The second factor is the shortage of transport. The available trucks are usually less than the areas to be serviced. One truck performs the duty of three trucks per day. The situation ends up with the trucks facing continuous breakdowns and rapid wear and tear.

It is in this instance that National Domestic Waste Collection Standards of October 2010 and 2011 respectfully must be taken into consideration of which read thus:

Item 4 paragraph 4.6 on Frequency of Collection stipulates that:

Acknowledging that waste minimization is encouraged, the frequency of waste collection must not encourage illegal dumping or cause a nuisance in terms of odors and volumes of waste being stored.

Waste deposited at communal collection points must be collected within 24 hours of receptacle being reported as full or at regular intervals so as to attract vermin and increase health risk.

Item 6 on Collection Vehicles stipulates that:

- (a) Collection vehicle, used for collection and transportation of waste must not be used any other purpose while collecting and transporting waste.
- (b) Health issues i.t.o of regular cleaning of the vehicles is required and must be considered.
- (c) Waste must be collected and transported in close vehicles and must be covered to ensure no windblown litter generation to prevent littering during transportation. Non compatible vehicles must be phased out.
- (d) Maintenance schedules must be adhered to and roadworthiness of the vehicles ensured where applicable in order to ensure a reliable waste collection service.

Item 9 on Waste Collection Customer Service Standards for Kerbside Collection:

- (a) Weekly Waste collection must be done on the same day every week according to the Municipality's schedule.
- (b) When scheduled Municipal Service are interrupted for whatever reason, the municipality must resume the service as soon as possible and practical and address all backlogs as caused as a matter of priority.
- (c) When collection has been missed the waste must be removed not later than on the next scheduled collection day.

DISCUSSION

The limited number of compactor trucks contributes towards service backlogs. The backlogs are accumulated and serviced during the week whilst the remaining backlogs are serviced during the weekend as a result of vehicle shortage.

When a person arrives at the Depot during the week will always find workers sitting around waiting for the next truck to arrive for the next area to be serviced. It so happen that the next available truck arrives at the Depot at about two' o'clock in the afternoon. This means that the workers will work only one and half hour before knock-off time. The rest of the remaining time will be overtime.

The duration of overtime is always determined by the size of the area to be serviced. It usually ranges from four hours to six hours. Sometimes workers are needed to work eight hours of overtime to cater for double areas.

This is one truck scenario with five to six workers per truck. It usually happens that the situation lasts for seven days every week so as to catch up with backlogs as a matter of compliance.

The trucks work with pressure to address the shortage and it is from that point that the trucks' lifespan is affected adversely. The trucks spent most of the time at workshop for repairs. The situation resulted in service delivery downtime.

It is in this regard that the Directorate through the inputs from various sectors realized that it is high time the situation is addressed and in a smart way. The analysis conducted warranted that the situation is brought under control through implementation of continuous work system.

The Continuous system is the system whereby the workers working in teams continuously as per time allocation. Each team will arrive at the Depot at set time and completes its allocated eight hours.

It is also proposed that the next vehicle batch to be acquired needs to be leased; as intended to use the available workforce profitably and to rectify high overtime expenditure query as recommended by the Auditor General.

POLICY POSITION

National Domestic Waste Collection Standards (October 2010)

National Waste Management strategy

Draft Integrated Waste Management Plan

LEGAL IMPLICATIONS

National Environment Management Act (Act 107 of 1998)

National Waste Management Act (Act 59 of 2008)

Municipal Finance Management Act (Act 56 of 2003)

National Occupational Health and Safety Act (Act 85 of 1993)

National Health Act (Act 63 1977)

Municipal Systems Act (Act 32 of 2000)

FINANCIAL IMPLICATIONS

High Overtime Expenditure:

Calculated on one month expenditure as per designation:

GENERAL WORKER:

WEEKDAY:

38.74 Hourly Rate X 64 Overtime Hours Worked X 1.5 = R3 719.04

SUNDAY:

38.74 Hourly Rate X 18 Overtime Hours Worked X 2 = R1 394 64

HOLIDAY:

38.74 Hourly Rate X 13 Overtime Hours Worked X 2 = R1 007.24

TOTAL AMOUNT PAYABLE: R6 120.92

DRIVER GRADE 1:**Weekday:**

58.70 Hourly Rate X 89 Overtime Hours Worked X 1.5 = R7 836.45

SUNDAY:

58.70 Hourly Rate X 9 Overtime Hours Worked X 2 = R1 056.60

HOLIDAY:

58.70 Hourly Rate X 13 Overtime Hours Worked X 2 = R821.80

TOTAL AMOUNT PAYABLE: R9 714.85

ASSISTANT CLEANSING OFFICER:**WEEKDAY:**

73.44 Hourly Rate X 53 Overtime Hours Worked X 1.5 = R5 838.48

SUNDAY:

73.44 Hourly Rate X 9 Overtime Hours Worked X 2 = R1 321.92

HOLIDAY:

73.44 Hourly Rate X 14 Overtime Hours Worked X 2 = R2 056.32

TOTAL AMOUNT PAYABLE: R9 216.72

RECOMMENDATIONS

1. That the Section 80 committee accepts the continuous system to rectify high overtime expenditure and balanced workforce distribution.
2. That the continuous system must be implemented within all towns/units of Matjhabeng Municipality to address the Auditor General's query systematically.
3. That the continuous work from 15:00 to 23:00 must receive Night Work Allowance.
4. That the refuse removal fleet be procured on Full Maintenance Lease to avoid the current downtime caused by vehicles that are always breaking down due to unbearable work load and dissatisfied community.

CS3 of 2019

PROGRESS REPORT ON DEVELOPMENT OF INTEGRATED WASTE MANAGEMENT PLAN DOCUMENT AS AN ITEM PROJECTED IN THE INTEGRATED DEVELOPMENT PLAN OF MATJHABENG MUNICIPALITY: (CS & LE)

PURPOSE

To submit a report to the Section 80 Committee meeting about the progress on Development of the Integrated Waste Management Plan (IWMP) document and preparations to commence with the consultation processes.

BACKGROUND

It has been reported in the Service Delivery Budget Implementation Plan that the Department of Environmental Affairs in consultation with the Provincial Department of Economic, Tourism and Environmental Affairs through the District Municipalities have embarked on the development of the Integrated Waste Management Sector Plans. The development stage of the document for the District level is completed. Each Municipality shall have to take its plan from the District plan as per information provided by the specific Municipality and the research conducted by the consultants to develop their own plan.

DISCUSSION

The completed reviewed draft document/plan will be subjected for adoption through internal and external consultation processes.

Once the general community consultation process and adoption of the IWMP document is completed, main stakeholders (Council for resolution; Cogta and DESTEA) will be consulted as the matter of compliance. Thereafter the Environmental Summit shall be convened to complete the processes and then followed by establishment of the Matjhabeng Environmental Forum from the summit.

The dates for the Summit and establishment of the Environmental Forum will be determined by the success of the community consultation processes and the adoption of the Plan by the Municipality and other main stakeholders.

FINANCIAL IMPLICATIONS

The internal and external review processes are budgeted for.
The development and review processes are also projected in IDP.

LEGAL IMPLICATIONS:

National Environmental Management Act (Act 107 of 1998)
Waste Act (Act 59 of 2008)
Municipal Systems Act (Act 32 of 2000)
National Waste Management Strategy
Minimum Requirement for Waste Disposal – Second Edition 1998

POLICY POSITION

Draft Integrated Development Plan
Service Delivery Budget Implementation Plan

RECOMMENDATIONS

1. That the Section 80 Committee accept the proposal to review draft Integrated Waste Management Plan Document as the original sector plan document for Waste Management services for Matjhabeng Municipality.
2. The Sector Plan to be subjected to annual review to coincide with new legislative and technical trends.
3. The internal processes to be followed by external processes whereby community will be consulted and be given opportunity to participate in the adaptation processes of the Sector Plan.
4. The external process to be followed by the Environmental Summit.
5. The Environmental Summit culminates with establishment of Matjhabeng Environmental Forum.

CS4 of 2019

PROGRESS REPORT ON INDUCTION PROCESS AND CONFIRMATION FOR ESTABLISHMENT OF ZONAL CO-ORDINATING COMMITTEES FOR COMMUNITY WORKS PROGRAM (CWP) (CS&LE)

PURPOSE

To report to Section 80 Committee meeting about progress achieved to date with regard to induction and confirmation for establishment of zonal co-ordinating committees. The committees are assigned to report to Local Reference Committee; to facilitate and to monitor Community Works Programme activities.

BACKGROUND

The Government through Department of Cooperative Governance initiated the program called Community Works Program designated to provide employment safety net to eligible participants.

This programme was cascaded down to the local authorities to meet the goals of the Government on environmental aspects. Each Municipality were mandated to establish Local Reference Committees.

The Department then acquired the services of implementer that will work in the specific municipality in conjunction with the Local Reference Committees to drive the initiative through.

The composition of Local Reference Committee is various stakeholders mainly the local authority, organisations and community members.

DISCUSSION

The meeting held on 20 March 2018 outlined the involvement of the local reference committee's engagement in local activities:

To check how far monitoring of activities is concerned at the zonal level.

To explain the involvement of stakeholders, for example: People of Order; Ministries and Councillors.

To ensure that CWP is performing its activities as per program determined between the stakeholders and CWP beneficiaries/supervisors together with Councillors.

To identify all critical / hot spots areas that needs attention.

To address corruption that exists within CWP.

To ensure that the Local Zonal Committees are established and are functional of which are comprised of supervisors, councillors and organisations.

It is in this regard that the meeting concluded that Cogta must be approached to facilitate the induction of all participants; of which was carried out at District level on 23 July 2018. It is during this process it was requested that induction for local participants be rolled out and Matjhabeng Municipality was put on priority list.

The requested induction was carried out on 30 October 2018 whereby the Zonal Local Reference Committee was established. The ward councillors were identified to be the leaders responsible for wards based activities of CWP (community works program) throughout designed zones.

Matjhabeng is divided into four zones that are headed by the Zonal Managers. The Zonal Managers together with the wards councillors constitute the Zonal Co-ordinating Committee as the upper structure.

The fundamental objectives of the Zonal Co-ordinating Committee shall be to facilitate distribution of program's participants, to visit the wards projects/activities and to ensure that zones hold the meetings to monitor progress achieved and future developments within the wards.

FINANCIAL IMPLICATIONS

There is no financial implication as the stipends are paid by Cogta

LEGAL IMPLICATIONS

National Environmental Management Act (Act 107 Of 1998)

Waste Act (Act 59 of 2008)

Municipal Systems Act (Act 32 of 2010)

National Waste Management Strategy of November 2011

POLICY POSITION

Integrated Development Plan

Service Delivery Budget Implementation Plan

Municipal By-Law as Promulgated In 2008

RECOMMENDATION

1. That Section 80 Committee takes note of the report.

CS5 of 2019

PROGRESS REPORT ON CURRENT STATUS ON LANDFILL SITES IN MATJHABENG MUNICIPALITY (CS & LE)

PURPOSE

To report to the Section 80 Committee meeting about the progress on current status of Matjhabeng Municipality Landfill Sites:

BACKGROUND

This is the audit carried out monthly basis to measure the legislative compliance with regard to the Minimum Requirements Disposal by Landfill Site and National Environmental Management Waste Act.

DISCUSSION

LANDFILL SITES: TOTAL NUMBER: 4 WITH 1 TRANSFER STATION

Welkom Landfill Site:

The Contractor's Service Level Agreement expired in August 2016 and the operations had to be carried out on month to month basis up until the Supply Chain Management processes for appointment of another contractor are completed. After some time the contractor left the landfill site due to outstanding payments. The site is currently infested with burning of waste and waste is being dumped out the landfill site due to inaccessibility of the work face, of which is non-compliance to permit regulations.

The Waste Pickers have established the Corporate as a measure to formalize their activities on site.

The upgrading of the landfill site is in full swing and is projected to be completed by December 2019.

Virginia Relay Station:

The site is operated by the Directorate.

The relay station is full to its capacity from the time when the roll-on truck was in for repairs and since then the front-end loaders are not usually available to clean up the site. All endeavours to clean the station are fruitless as rate of disposal of waste supersede the transportation rate. The site is still without electricity and toilet (Cloakroom/storeroom) – the acquired service provider managed to repair the roof, plastered walls.

The recent withdrawal of Security Company from station has encouraged vandalism whereby the night soil tanker was stripped for scrap metal, perimeter fencing is stolen and the newly renovated storeroom facility has been stripped down.

Hennenman Communal Dumping Site

The site is operated by the Directorate.

The site is full to its capacity as the landfill site's bull dozer broke down during the clearing and cleaning process landfill site. The front end loaders are occasionally available to assist. The public has dumped waste in the access road and burn it in the process. The current situation is the threat and danger to the adjoining farm due to landfill site not complying with the Minimum Requirement for safe disposal by Landfill.

The newly established informal settlement is also a thread as the distance between the landfill site and the settlement does not meet the buffer zone demarcation (at least a kilometer from the landfill site). The landfill site does not have the cloak room facilities.

Odendaalsrus Landfill Site

The Contractor's Service Level Agreement expired in August 2016 and the operations had to be carried out on month to month basis up until the Supply Chain Management processes for appointment of another contractor are completed.

The contractor has left the landfill site due to outstanding payments. The site is currently infested with burning of waste, random dumping in and outside the landfill site of which is caused by ceased operation and maintenance and constitute non-compliance to permit regulations.

The operations and maintenance of the site have deteriorated to the extent that waste is being disposed outside the landfill site and the nearby school is adversely affected by pollution caused by illegal dumping.

The community at Eldorie suburb is also the victims of air pollution when unattended waste is illegally burned. Upgrading of the site is 99% complete and the Project Implementer is still to provide with snag list for the site completion since 2016 as projected.

Another Project deliverable is the street litter bins, scale, fork lift and electricity installation is completed of which the present are being subjected to activities of vandalism.

The Waste Pickers has established the Corporative as a measure to formalize their activities on site.

DEA has carried out site inspection and took note of the outstanding work and indicated that the matter will be discussed with the implementer to verify the situation and how they can intervene.

The current progress on outstanding work is very slow and it also affects the site hand over to the Municipality.

Allanridge Communal Dumping Site

The site is operated by the Directorate.

The operations are carried out as planned.

FINANCIAL IMPLICATION

R1 204 896.00 per annum

LEGAL IMPLICATIONS

National Environment Management Act (Act 107 of 1998)

National Waste Act (Act 59 of 2008)

National Health Act (Act 61 of 2003)

Municipal Structures Act (Act 117 of 1998)

Municipal Systems Act (Act 32 of 2000)

Minimum Requirement for safe disposal by Landfill

POLICY POSITION

Municipal By-Laws

National Waste Management Strategy

National Domestic Waste Collection Systems

RECOMMENDATIONS

1. That the Section 80 Committee accepts the report as presented.
2. That the private service provider be acquired to render the operations and maintenance service for the landfill sites.
3. That the landfill sites be prioritized during the second phase of procurement of yellow fleet.
4. That the consulting company be acquired to assess the current landfill sites to match the current Minimum Requirements for Disposal by Landfills as amended.
5. That the Hennenman, Odendaalsrus, and Allanridge landfill sites organogram be beefed up with posts that were not catered for during the previous old organogram.

