

Waste and Recycling Committee

Date: 15 March 2023

Subject: Contracts Update – Part A

Report of: Justin Lomax, Head of Contract Services, &
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Team

Purpose Of Report

To update the Committee on performance of the Waste and Resource Management Services and Household Waste Recycling Centre Management Services Contracts that commenced on 1 June 2019.

Recommendations:

Members of the Committee are recommended to:

1. Note and comment on the matters set out in the report.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

There are no equalities impacts arising from the matters set out in this report. A fundamental principle of the WRMS and HWRCMS contracts is the sustainable management of waste in order to reduce carbon emissions from landfill disposal. The carbon impacts of the contracts are monitored and provided annually by the contractor.

Risk Management

Performance of the contracts and associated risks are captured in the GMCA corporate risk register.

Legal Considerations

Activities set out in this report are in accordance with the terms of the WRMS and HWRCMS contracts.

Financial Consequences – Revenue

Activities set out in this report are in accordance with the Waste revenue budget.

Financial Consequences – Capital

Activities set out in this report are in accordance with the Waste capital budget.

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

19/1/2019 - Waste Procurement, Corporate Issues and Reform Committee

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? N/A

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction

This report provides the Waste and Recycling Committee with an overview of performance of the Waste and Resources Management Services (WRMS) and the Household Waste Recycling Centre Management Services (HWRCMS) Contracts, with updates on key issues currently affecting the waste management services during this period.

2. Contract Performance

This report uses cumulative annual data, for the period up to the end of Quarter 3 (April 2022 to December 2022) of the financial year 2022/23 (Contract year 4), for the two Contracts held by Suez. This is the latest verified data available at the time of writing of the report.

2.1 Cumulative Data

Data is also provided for comparison with the current year to date, with the same period of the previous year, 2021/22:

Year to Date Performance – 2022/23 – Cumulative data	2022 / 2023	2021 / 2022
OVERALL Combined Performance		
Total arisings (t)	777,993.19	852,237.46
Recycling Rate (%)	46.57%	46.75%
Diversion Rate (%)	99.17%	98.93%
HWRC Combined Performance		
Recycling Rate (Household Waste) %	52.13%	49.63%
Diversion (Household Waste) %	97.68%	97.23%
WCA Recycling Collections		
Rejected Kerbside Recycling Collections (t)	1,422.14	1,656.54
MRF Contamination Rate (Commingled) %	14.47%	13.15%

2.2 Total Waste Arisings

Total waste arisings for this period were almost 780k tonnes(t), which was c.9% lower than for the previous year (2021/22). The combined Recycling rate was approaching 47%, but marginally lower than it was for this period in the previous year.

2.3 Landfill Diversion

Landfill diversion has risen slightly, remaining at a very high rate, which is just over 99% of material being diverted away from landfill disposal.

Diversion has been affected, during the summer, by the annual maintenance shutdown at Runcorn Combined Heat and Power (CHP) facility (end of May to start of July 22) but was largely mitigated with storage and use of third-party outlets where necessary.

2.4 WCA Recycling Rates

As requested at the last WRC meeting in January, below is a table showing the recycling rate, broken out by WCA:

Recycling Rates by WCA	Qtr-1	Qtr-2	Qtr-3	YTD
Bolton	47.78%	47.51%	42.64%	46.09%
Bury	51.69%	50.37%	43.75%	48.79%
Manchester	48.94%	46.50%	40.63%	45.45%
Oldham	41.01%	40.33%	35.62%	39.08%
Rochdale	50.71%	49.55%	46.09%	48.89%
Salford	43.32%	42.12%	37.63%	41.11%
Stockport	59.12%	56.11%	50.79%	55.52%
Tameside	49.67%	48.50%	41.69%	46.81%
Trafford	56.58%	55.42%	51.69%	54.63%
Overall	49.92%	48.42%	43.27%	47.33%

2.5 HWRC Recycling Rate

At the HWRCs (combined for both Contracts = 20 sites total, with 9 sites in the WRMS contract plus 11 in the HWRCMS contract) the combined recycling rate was over 52% - an increase of 2.5% compared to the same period last year.

For both contracts combined, the overall diversion from landfill of HWRC materials is almost 98%, marginally higher than for the same period of last year.

2.6 Overall Rates

In summary, the overall performance for Contract year 4, up to Quarter 3, across both contracts combined, achieved a recycling rate of nearly 47%, with a landfill diversion rate of over 99%.

2.7 Contamination Levels

Contamination levels of kerbside collected recyclate, from unacceptable materials extracted by the MRF process, were at c.14.5%. Which, when compared to last year, there has been a small increase in correct material needing to be extracted from this stream.

For the loads collected for recycling, by Waste Collection Authorities (WCA), the rejected tonnage at the reception points across the Contract remained lower than last year, with c.14% less tonnage rejected overall (over 230t lower than last year). Whilst this position continues to improve, recycling collections still had over 1400t rejected due to contamination being above acceptable levels, requiring ongoing measures to reduce contamination and encourage accurate recycling by residents.

3. Health And Safety

Health and Safety statistics are provided in the Contractor Monthly Services Reports for each Contract and are considered at the monthly Suez Contract Management meeting.

3.1 Reporting Categories

Health and Safety data is reported in key categories, separating incidents involving the Contractor staff and operations, from those involving members of the public (MoP), plus a Near Miss category. Near miss, Incident and Notifiable Incident data is collected centrally and analysed to feed into local, regional and national lessons learned across the Contractor organisation and communicated to all staff.

3.2 RIDDORS

For the Contract year 4, year to date position, up to the end of Quarter 3 (April 2022 to December 2022) there have been no events reportable under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR).

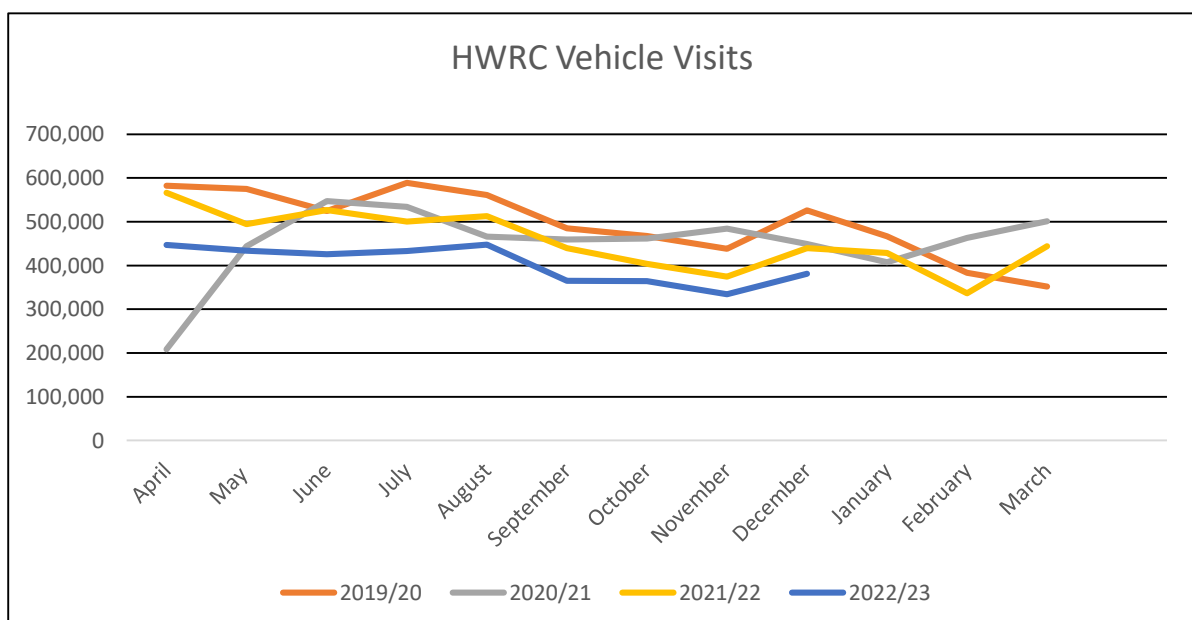
4. HWRC Overview

4.1 HWRC Visit Levels

The graph below shows monthly HWRC visit levels up to the end of Quarter 3 (April 22 to December 22) of this financial year, 2022/23, (Blue line on graph), compared to the three previous years.

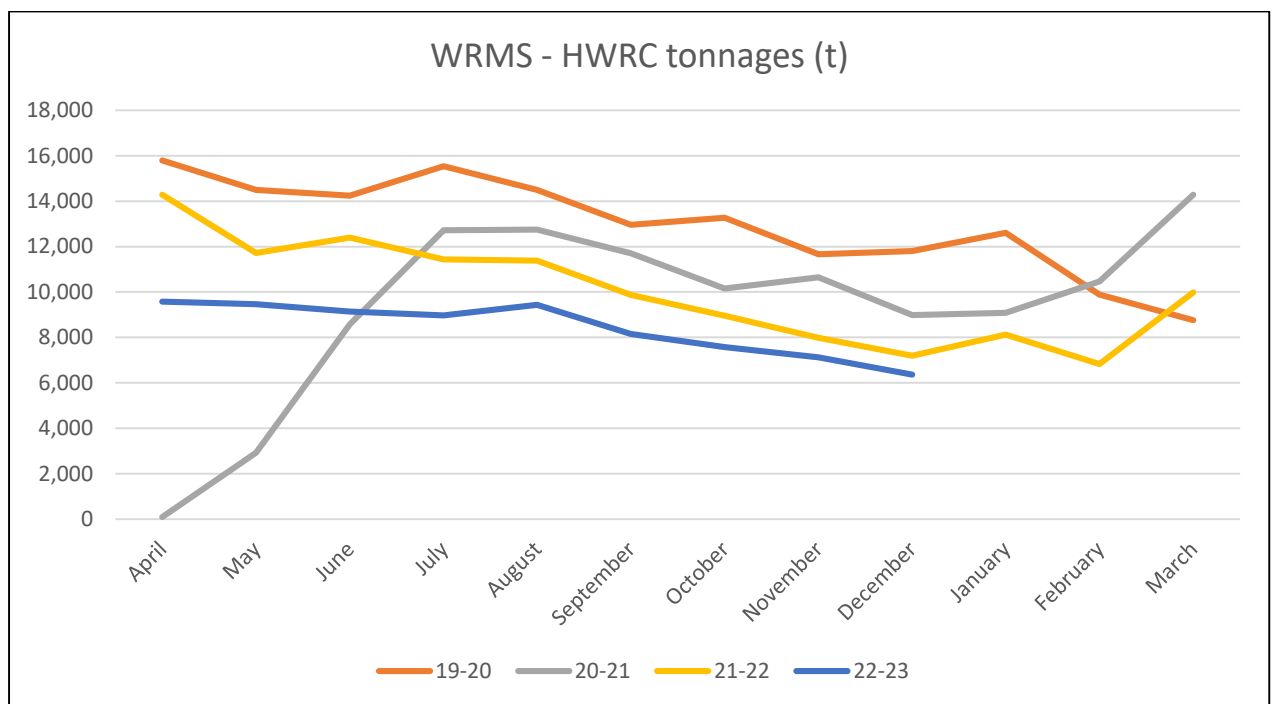
From April to December 2022/23, a significant reduction in visitor numbers has continued, with c.15% lower throughput of traffic, when compared with the same period of 2021/22. It is notable that the trend line is also similar to the previous non-Covid affected years, showing seasonality has not changed, whilst the visitor level is lower.

There were over 3.6 million visits up to Quarter 3, although this was over 0.6M less vehicles attending HWRCs than last year. This is also lower than the previous years, including 2020/21, when the Covid restrictions temporarily closed HWRC sites during Quarter 1 – showing the significant overall reduction in this year’s visitor numbers.



4.2 WRMS Contract HWRC Tonnage Levels

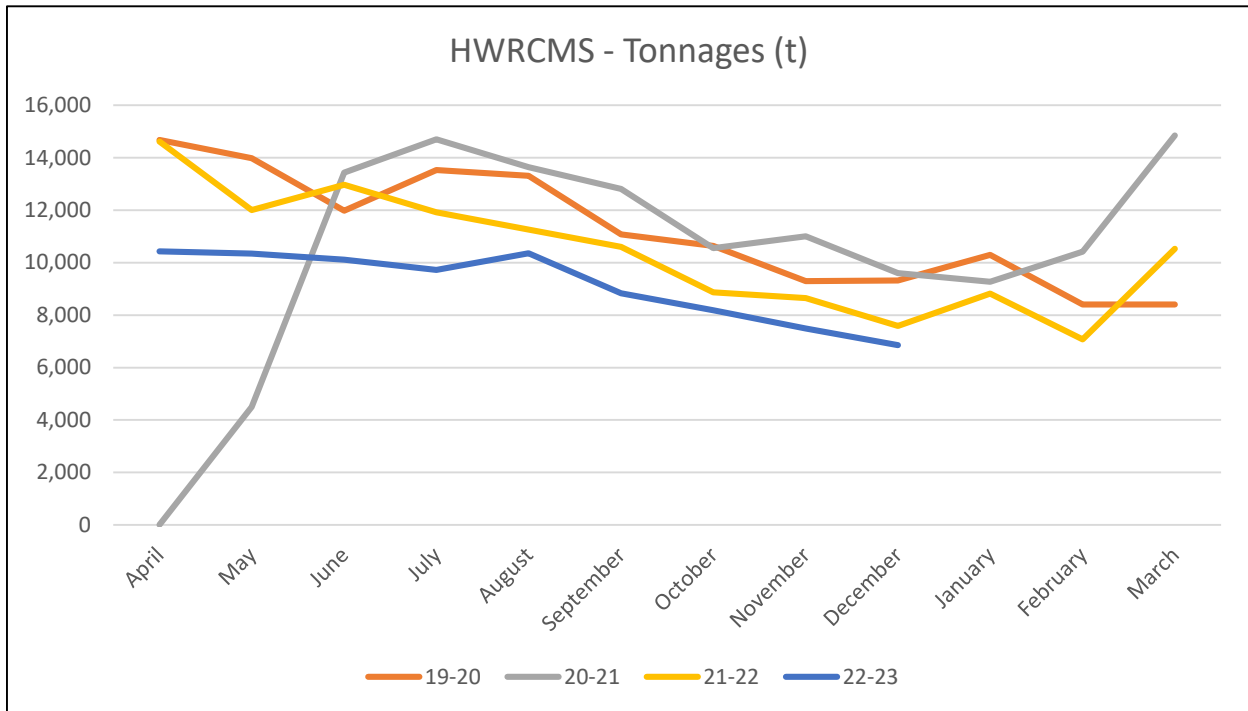
The data in the table below shows the tonnages received at the 9 HWRCs in the WRMS contract up to Quarter 3, 2022/23 (Blue line in graph below), with a month-on-month comparison for the previous three years, noting that 2020/21 (Grey line) data was significantly impacted by Covid restrictions.



In line with the reduced visitor levels, tonnage levels to date for 2022/23 also remained significantly below the previous year levels, with consistently less household material being received at HWRC sites.

4.3 HWRCMS Contract HWRC Tonnage Levels

The table below shows the tonnages received at the 11 HWRCs in the HWRCMS contract for the 2022/23 Contract year to date (Blue line in graph below), with a month-on-month comparison for the previous two years. This year's trend for these standalone HWRC sites continues along a similar path to those seen on sites that are attached to the WRMS facility sites.



4.4 Overall Combined HWRC Tonnage Levels

Overall, the cumulative figures up to Quarter 3 of 2022/23, show that the household waste tonnages going through all the 20 HWRCs, across both Contracts, are c.18% lower than the arisings for same period last year. This equates to c.36k tonnes less material being delivered to the HWRC sites over this period.

5. Commercial Matters

5.1 Rail Industrial Action

Industrial action on the rail network continued through November with, at the time of writing, no settlement reached. The industrial action in early January 2023 did not impact deliveries to the Runcorn energy from waste plant and Suez managed waste levels well ensuring that WCA deliveries were not impacted.

Some further industrial action was planned in February but this should have only impacted passenger trains and we are not planning for any disruption to our services. Signal workers are not part of the strike action.

Suez continue to monitor the situation and have contingency plans in place.

5.2 Van Permit Update

The van permit scheme covering the HWRCs continues to operate well and the removal of the height barriers allowing high sided vehicles to deposit waste at the sites has proved popular. Indeed, high sided vehicle visits are reported to be 10% of what they were in April 2021 and now the waste has moved from the transfer loading stations to the HWRCs around 75% of it is recycled.

On the van permits, up to 20th January 2023 21,044 permits had been issued from 34,902 applications (a 60% approval rate). Of those approved, 88 had used their annual allowance but 11% (2,373) had not made any visits to the HWRCs at all.

With the removal of the height barriers we have seen the number of larger vehicles (such as caged tippers, car transporters and box vans) increase at the HWRCs. These vehicles are longer than cars and the site layouts are not designed to accommodate such vehicles. At the July Waste and Recycling Committee meeting we will present an analysis of the permit scheme, the vehicles registered and car and van visits alongside a review of the HWRC Access Policy to suggest further improvements informed by the operation of the permit scheme and experiences on site.