



HEAVY PLANT REVIEW COMMITTEE

MINUTES

Section 5.9(2)(a) LGA 1995

The function of the Heavy Plant Committee is to review the 12 Year Plant Replacement Program annually prior to budget adoption and to make recommendations to the Council as to plant purchases to be funded.

Ordinary Meeting of the Heavy Plant Committee
Held in the Council Committee Room
Lowood Road, Mount Barker WA 6324
10.30am Tuesday 28 March 2017

Rob Stewart
CHIEF EXECUTIVE OFFICER

Committee Members

Cr L Handasyde, Cr J Oldfield and Cr C Pavlovich (Resolution No. 228/15)

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Membership: Quorum (2)

Cr L Handasyde (Presiding Member)

Cr J Oldfield

Cr C Pavlovich (Deputy Presiding Member)

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

At 10.40am Cr Handasyde declared the meeting open.

2 RECORD OF ATTENDANCE / APOLOGIESPresent

Cr L Handasyde	Council Representative
Cr J Oldfield	Council Representative
Cr C Pavlovich	Council Representative
Mr R Stewart	Chief Executive Officer
Mr D Le Cerf	Manager Works and Services
Mr C Standish	Principal Works Supervisor
Ms A Chadbourne	Senior Administration Officer, Works & Services

Observer

Cr B Bell	Council Representative
Cr J Moir	Council Representative

3 CONFIRMATION OF MINUTES

Moved Cr J Oldfield, Seconded Cr C Pavlovich;

That the Minutes of the Ordinary Meeting of the Heavy Plant Committee Meeting, held on 6 December 2016 as circulated, be taken as read and adopted as a correct record.

CARRIED

4 DISCLOSURE OF INTEREST

Part 5 Division 6 Local Government Act 1995

Nil

5 REPORTS OF COMMITTEE MEMBERS AND OFFICERS

5.1 POLICY REVIEW - PLANT - GENERAL

File Ref:	N40816
Attachments:	I/PM/1 Plant – General Policy
Responsible Officer:	Dominic Le Cerf Manager Works and Services
Author:	Amy Chadbourne Senior Administration/Project Officer Works and Services
Proposed Meeting Date:	28 March 2017

PURPOSE

The purpose of this report is to review Council Policy I/PM/1 Plant – General Policy.

BACKGROUND

This policy was last reviewed by the Council at its meeting held on 3 February 2015.

STATUTORY ENVIRONMENT

There are no statutory implications for this report.

FINANCIAL IMPLICATIONS

There are no financial implications for this report.

POLICY IMPLICATIONS

This policy is presented to the Council as part of its ongoing policy review cycle.

STRATEGIC IMPLICATIONS

The Shire of Plantagenet Strategic Community Plan 2013-2023 provides at Outcome 2.6 (Assets and infrastructure managed over the long term to meet current and future needs) the following Strategy:

Strategy 2.6.1:

‘Develop and implement long-term Service and Asset Management Plans for all Council assets, having regard for current and future asset need and the Shire’s long-term financial plan.’

Accordingly, the recommended outcome for this report aligns with the Strategic Community Plan.

Further, the Shire of Plantagenet Corporate Business Plan 2016/2017 – 2020/2021 includes Action 2.6.1.3:

‘Ensure the Council has an efficient and cost effective plant and machinery management program.’

OFFICER COMMENT

It is considered that the current policy is adequate and works well. Minor amendments to the policy have been made to improve the flow of the document and ease of interpretation.

VOTING REQUIREMENTS

Simple Majority

COMMITTEE DECISION

Moved Cr J Oldfield, Seconded Cr C Pavlovich

That it be a recommendation to the Council that amended policy I/PM/1 Plant – General Policy:

OBJECTIVE

To provide clear guidelines relating to the replacement period for the Council's heavy plant.

POLICY

1. This policy applies to the Council's heavy plant, which includes:
 - Trucks (over 4.5 tonnes); and
 - Vehicular plant, including (but not limited to) loaders, graders, backhoes etc.
2. Plant purchases are to be structured around a replacement program intended to maintain consistent annual expenditure and based upon the benchmark standards developed by the Institute of Public Works Engineering Australia Limited (IPWEA): Plant and Vehicle Management Manual - Third Edition (2012).
3. Plant disposal should occur where the cost of ownership of the vehicle is optimised. Generally, plant will be disposed of where the time of disposal maximises the financial advantage to the Council, as outlined in the following table.

Type	Years	Hours/km
Grader	5-9 years	7,000hrs to 10,000hrs
Heavy Loader	7-9 years	7,000hrs to 10,000hrs
Backhoe/Loader	6-8 years	6,000hrs to 8,000hrs
Heavy Truck 6x4	5-7 years	250,000km to 500,000km
Medium Truck 4x2	7-12 years	300,000km
Light Truck	5-12 years	300,000km
Roller	7-12 years	7,000hrs to 9,000hrs
Tractor	4-8 years	3,000hrs to 6,000hrs

Heavy Trailer	10-25 years	N/A
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4. **Plant may be kept past the suggested optimum hours/kms if considered to be providing ongoing value to the Council and will therefore fall outside the purview of this Policy.'**

be adopted.

CARRIED

5.2 HEAVY PLANT - AMENDMENT TO EXISTING FLEET - WASTE SITE OPTIONS

File Ref:	N40853
Responsible Officer:	Dominic Le Cerf Manager Works and Services
Author:	Amy Chadbourne Senior Administration/Project Officer Works and Services
Proposed Meeting Date:	28 March 2017

PURPOSE

The purpose of this report is to review the and to recommend some amendments to the Heavy Plant Replacement Program.

BACKGROUND

At its meeting held on 6 December 2016, the Heavy Plant Review Committee resolved that:

'The alternative logistical options for the handling and disposal of putrescible waste at the Shire's waste facilities be investigated further and a report detailing heavy plant requirements be presented at the first Heavy Plant Committee Meeting to be held in 2017.'

Councillors requested the following options be investigated further:

- Outline modifications needed at the site to enable end-tipping trailers to be used;
- Consider issues with use of end tipping trailers on different surfaces;
- Assess the saleability of semi end-tipping trailers at end of life; and
- Detail the cost to the Council to purchase heavy plant to enable the waste handling system to be changed.

STATUTORY ENVIRONMENT

There are no statutory implications for this report.

EXTERNAL CONSULTATION

Consultation has taken place with contractors and truck manufacturers.

FINANCIAL IMPLICATIONS

There are no financial implications to this report, however the 2016/17 budget has provisions to upgrade the Mack Hook Lift Truck. These funds have not been spent due to research of alternate bulk waste disposal options.

POLICY IMPLICATIONS

Policy I/PM/1 Plant - General applies.

STRATEGIC IMPLICATIONS

The Shire of Plantagenet Strategic Community Plan 2013-2023 provides at Outcome 2.6 (Assets and infrastructure management over the long term to meet current and future needs) the following Strategy:

Strategy 2.6.1:

'Develop and implement long-term Service and Asset Management Plans for all Council assets having regard for current and future asset needs and the Shire's long term financial plan.'

The Shire of Plantagenet Corporate Business Plan 2016/2017 – 2020/2021 includes Action 2.6.1.3:

'Ensure the Council has an efficient and cost effective plant and machinery management program.'

Accordingly, the recommended outcome for this report aligns with the Strategic Community Plan.

OFFICER COMMENT

Currently, hook lift bins are used at four of the Shire's waste facilities – O'Neill Road, Kendenup (2 bins), Porongurup and Rocky Gully. Kamballup is still classed as a landfill.

The Mack Hook Lift Truck which the Shire purchased in 1989 and which has completed over 403,000km is scheduled to be replaced this financial year. Over the last three years the truck has cost approximately \$13,506.06 per year to run (average) with the transmission having to be replaced this financial year (not included in this amount). Also, the Shire of Plantagenet is the only local government in the region which uses this equipment.

It was proposed at the Heavy Plant Committee Meeting of 6 December 2016 that the Hook Lift Truck, its lifting gear and hook lift bins be sold. The estimated income from this sale is \$12,000.00.

Whilst it was initially suggested that five semi end-tipping trailers be purchased to replace the hook lift system this number has been revised down to four. The Shire currently owns an Evertrans semi end-tipper (sand trailer purchased in 2002) which is used minimally and could be assigned to one of the waste facilities.

The Shire would be looking to source four second hand semi end-tipping trailers (preferably sand trailers) with a maximum age of ten years at an estimated cost of \$50,000.00 (ex gst) each. New all-purpose type trailers (approx. 3.2m high x 9.6m long) start at around \$69,000 (ex gst and licencing). The trailers would need to be the same if not similar specifications so they could be used at any of the waste facilities.

The purchase of four semi end-tipping trailers would initially be for a period of ten years. The trailers would be reviewed annually as part of the Council's Plant Replacement Program.

Council Policy I/PM/1 Plant – General recommends that heavy trailers be replaced around the 10 to 25 year mark. As the Shire would be looking at purchasing second hand trailers in the ten year old age bracket, the trailer would need to be held for at least ten years before disposal was considered.

As part of the Department of Environment Regulations (DER) waste is required to be covered at the end of the working day in which it has been deposited. To ensure the Shire meets compliance, hard lids were installed on the hook lift bins. The cost to remove the lids from the hook lift bins and reinstall on a semi end-tipping trailer is around \$5,700 (ex gst) per trailer. It is estimated it would cost approximately \$28,500.00 (ex gst) to transfer the lids over to five trailers.

The dimensions of the hook lift bins are 2.80m high x 2.2m wide x 6.5m long and can accommodate up to 18m³ of rubbish. The concrete ramps at the waste facilities used by patrons to dispose of rubbish into a hook lift bin have been constructed to be 3.2m high except for O'Neill Road which is 4.4m high. Currently the lids of the hook lift bins open out and rest on the guard rail providing a downwards facing 'ramp' for the rubbish to slide into the hook lift bin. As the drop off point at O'Neill Road is much higher than the other facilities (4.4m high) waste can end up in the tip site when the posi-track pushes the rubbish into the hook lift bin below. This is in breach of regulations and involves staff having to pick up rubbish on a regular basis. A grain trailer up to 3.85 m high would be beneficial at O'Neill Road but would not 'fit' at the other sites where the concrete ramp is 3.2m high.

The current system of emptying the hook lift bins and returning them to tip sites takes an operator at least half a day. Bins are emptied once a week from Kendenup (two bins), Porongurup and O'Neill Road. The bin at Rocky Gully is emptied every four to six weeks. By using a sand trailer (25m³) or a grain trailer (up to 42m³) it may mean waste gets emptied less frequently, freeing up staff to complete other tasks.

Currently the hook lift truck empties the hook lift bins into the active tip face on the Thursday. The waste is covered and then compacted. One concern expressed about the use of semi-end tipping trailers is the stability at the tip face for the end tippers. Shire staff regularly check and compact the access to the tip as the Shire is not the only truck operator to access this section of O'Neill Road. Commercial contractors also bring waste or clean fill to the site as does the waste contractors Cleanaway and tip with no issues reported to date.

The following is a broad breakdown of the associated net costs to implement the changes suggested above.

Item	Task	Expenditure	Income/Trade-in
1	Dispose of T25 Mack Hook Lift truck and lifting equipment including the 5 bins		12,000.00
	Purchase 4 second hand semi end-tipping trailers @ approx. \$50,000.00 each (ex gst)	200,000.00	
	Remove lids from hook lift bins and reinstall on semi end-tippers	28,500.00	
	Other amendments such as sandblasting, painting, changes to hydraulics etc approx. \$5,000.00 (ex gst) per trailer	25,000.00	
		253,500.00	(12,000.00)
	Total Cost		\$241,500.00

VOTING REQUIREMENTS

Simple Majority

OFFICER RECOMMENDATION

That it be a recommendation to the Council:

That the following amendments to the Shire's Heavy Plant Replacement Program be endorsed and reflected in the 12 Year Plant Replacement Program.

Item	Task	Expenditure	Income/Trade-in
1	Dispose of T25 Mack Hook Lift truck and lifting equipment including the 5 bins		12,000.00
2	Purchase 4 second hand semi end-tipping trailers @ approx. \$50,000.00 each (ex gst)	200,000.00	
2	Remove lids from hook lift bins and reinstall on semi end-tippers	28,500.00	
2	Other amendments such as sandblasting, painting, changes to hydraulics etc approx. \$5,000.00 (ex gst) per trailer	25,000.00	
		253,500.00	(12,000.00)
	Total Cost		\$241,500.00

COMMITTEE DECISION**Moved Cr C Pavlovich, Seconded Cr J Oldfield**

That Mr Le Cerf be requested to develop specifications and obtain three written quotes for a custom built Skel Trailer suitable to fit the Hook Lift Mechanism. The trailer must be capable of being towed by a Prime Mover. The quotes are to be presented to the Council at the meeting of 26 April 2017.

CARRIEDReasons for Change

Mr Le Cerf highlighted to Committee Members the need for a decision informing them the Mack Hook Lift Truck had received a Vehicle Defect Compliance Notice on Thursday 23 March. Mr Le Cerf estimated the Hook Lift Truck would not be usable for at least another month. In the interim the Shire was using a backhoe and semi-trailer to dispose of waste from the tip sites.

Various options to replace the Mack Hook Lift Truck were discussed including the possibility of contracting out the collection of waste from the tip sites, replacing the Mack Hook Lift Truck with the same or purchasing semi end-tipping trailers.

The Committee Decision detailed above was carried for the following reasons:

- Time limits. The temporary system to remove waste from each site is time consuming, uses more man power and is costly;
- The five waste facilities are already set up for the Hook Lift Truck and its bins. No modifications at the tip sites would be required;
- The Hook Lift system ensures the Shire has total control of operations;
- The use of a contractor to empty the waste would involve doubling up of payments. The Shire would pay for the hire of the waste bin and then the operation to transport the waste to the tip face;
- The versatility of the Prime Mover is key. The truck can be used for this operation as well as other construction tasks within the Shire. If necessary a replacement can be hired without any special requirements; and
- The relatively low cost of the removal of the Hook Lift mechanism and its fitting to a custom built Skel trailer was estimated to be significantly less than the cost to purchase four semi end-tipper trailers.

5.3 HEAVY PLANT – PLANT REPLACEMENT PROGRAM (DRAFT)

Discussion took place about the draft Plant Replacement Program. It was agreed the possible purchase of a Tarpomatic be pushed back to 2018/19 giving time for research and a workshop to the Council by Shire staff.

It was also agreed that due to the decision made to purchase a Skel Trailer for the Hook Lift mechanism the proposed purchase of four semi end-tippers be removed from the draft program.

6 NEXT MEETING

To be decided.

7 MEETING CLOSURE

At 11.40am Cr Handasyde declared the meeting closed.

Presiding Member

Date

ATTACHMENT ONE