

REPORT TO:

ITEM NUMBER **UM 15/09/24**

SUBJECT

STATUS UPDATE ON VEHICLE AVAILABILITY

STATUSVERSLAG OOR VOERTUIGBESKIKBAARHEID

INGXELO ENGOBUME OBUMALUNGA NOKUFUMANEKA KWEZITHUTHI

N3342

3. DELEGATED AUTHORITY

In terms of delegation

This report is for NOTING BY

- Committee name** : Urban Waste Management
- The Executive Mayor together with the Mayoral Committee (MAYCO)
- Council

4. DISCUSSION

This standalone report on Vehicle Availability has been prepared at the request of the Portfolio Committee to assist it in exercising its oversight responsibility. This report will cover the status of critical vehicles used by the Collections and Cleansing branches as well as the movement to and from service for the past month to date. It will provide feedback on the items requested in previous meetings.

Collections Vehicle Availability

The compactors are critical and central to the Collections branch’s ability to deliver their weekly service of collecting household refuse. The compactors will therefore be the focus of this section of the report.

4.1.1 Monthly Average Availability

The graphs below indicate the monthly and weekly compactor availability for the period July 2022 to August 2024 to date.

Figure 1 shows the average beat availability per month per area. June 2024 saw a good increase, July 2024 saw a decrease, but recovered in August 2024 to date. The data reported is the reconciled data between EAM and Collections.

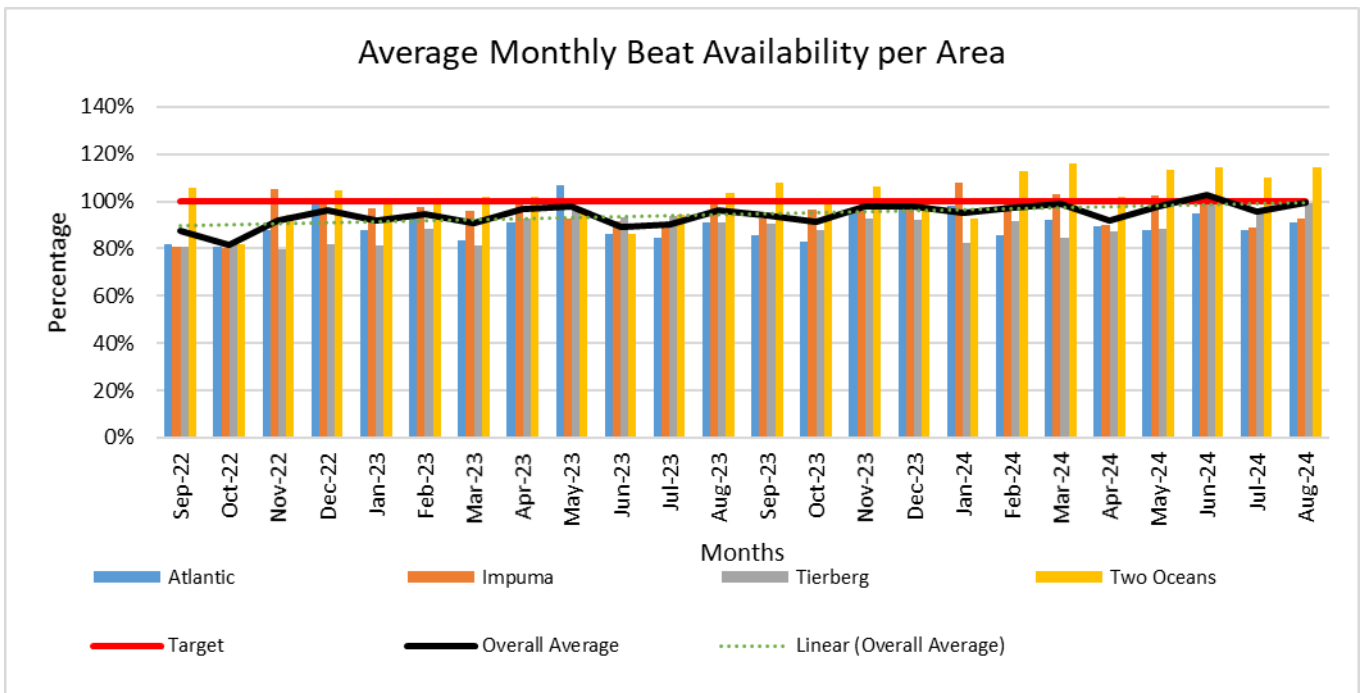


Figure 1: Average monthly beat availability per Area

The table below indicate which depots fall under the respective four areas.

Table 1: List of depots per Area

Area	Depots
Atlantic	Woodstock
	Hanover Park
Impuma	Klipfontein
	Kuilsriver
Tierberg	Bellville
	Goodwood
Two Oceans	Mitchell's Plain
	Schaapkraal

4.1.2 Summary of movement to and from Service

The graph below shows the number of compactors removed from service and returned to service for the period November 2021 to August 2024 to date.

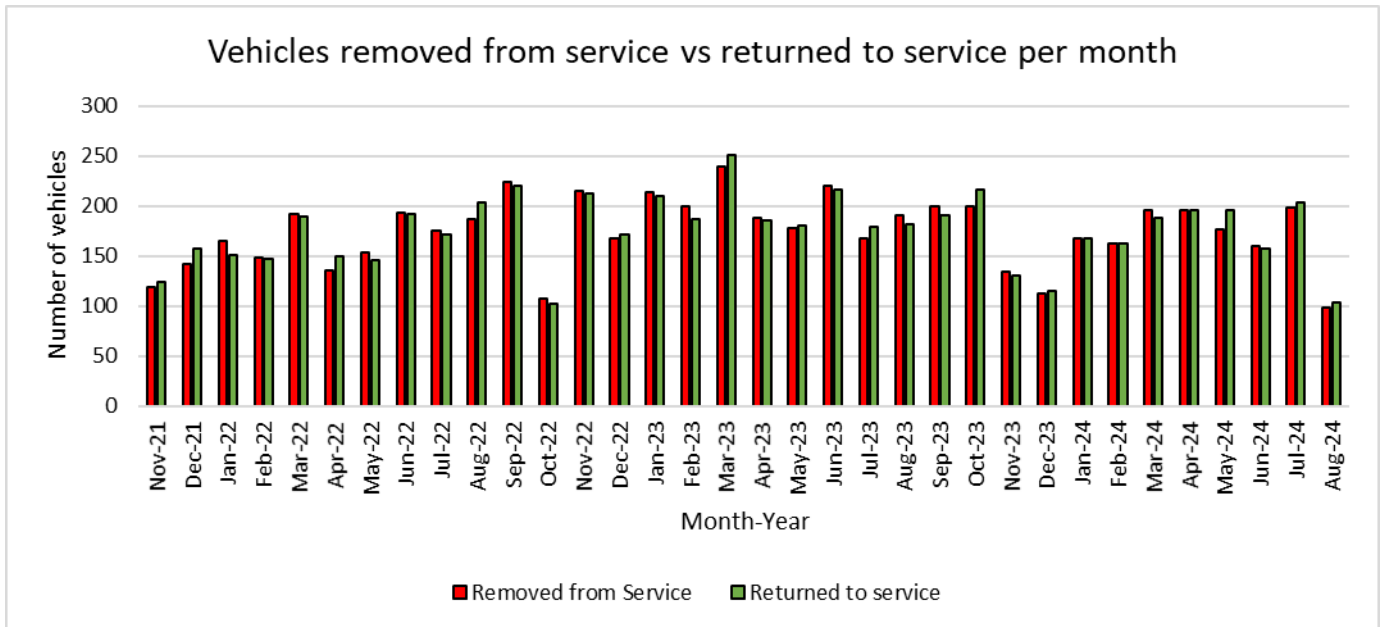


Figure 2: Number of Compactors removed from, and returned to service per month

The following conclusions can be drawn from the above information:

- ✓ June 2024 saw a decrease in vehicles removed from service compared to the previous month. There was a nett positive effect due to the more vehicles returned to service as removed from service.
- ✓ July 2024 has experienced an increased rate in vehicles removed from service compared to June, but the rate of vehicles returned to service is slightly higher, resulting in a slight effect on availability.
- ✓ August 2024 to date saw a decrease in vehicles removed from service compared to the previous month. There was a nett positive effect due to the more vehicles returned to service as removed from service.

The graph below indicates the change in average daily breakdown rate per month. This is a focus area in the turnaround strategy. The vision is to reduce breakdowns between service to the absolute minimum, as well as breakdowns linked to operator behaviour.

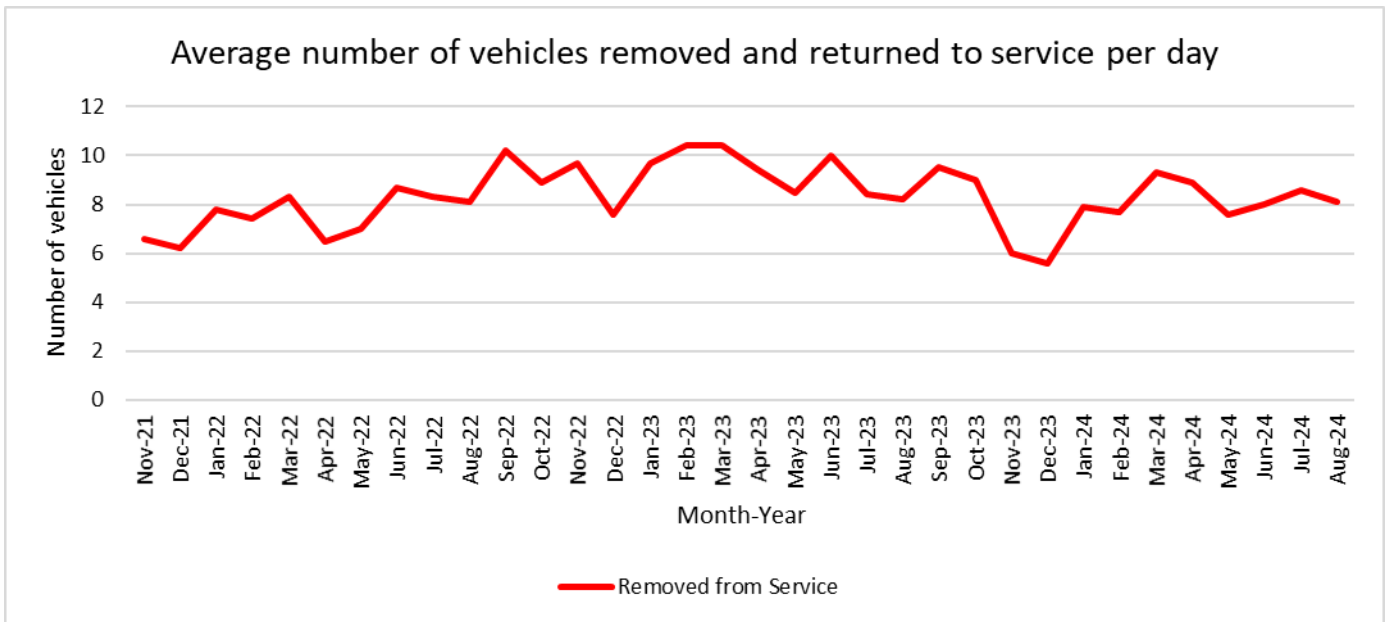


Figure 3: Average daily breakdown rate

The graph below shows the Mean Time to Repair vehicles that were removed from service. It gives an indication of the average time it takes to return vehicles to service.

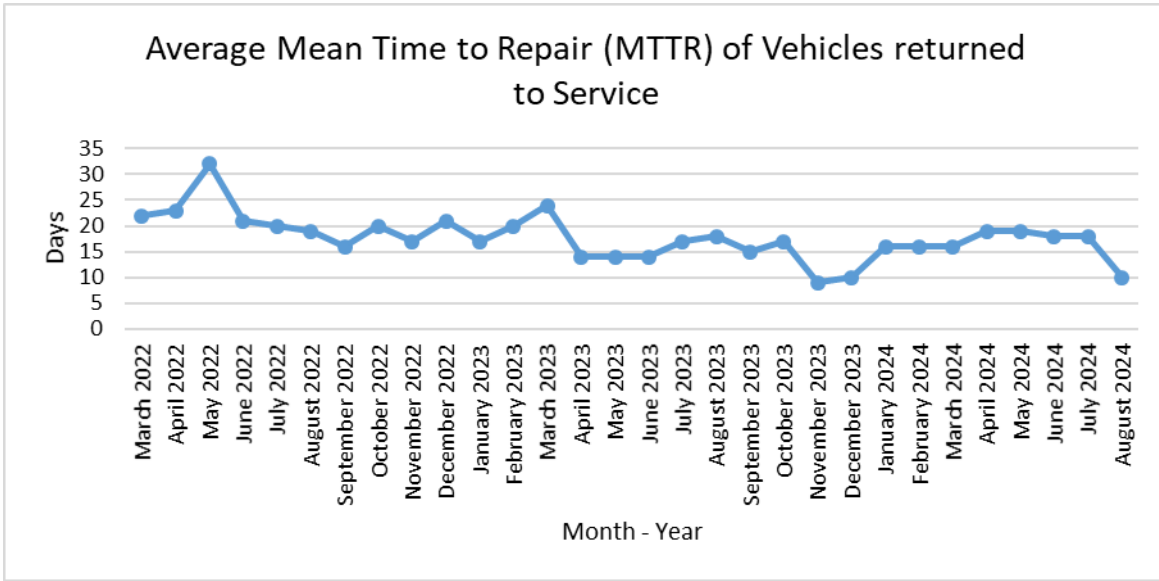


Figure 4: Average Mean Time to Repair (MTTR) of vehicles returned to service per month

Cleansing Vehicle Availability

The graphs below show the monthly average availability for the fleet critical to the Cleansing branch’s service delivery mandate.

4.2.1 Monthly Average Availability

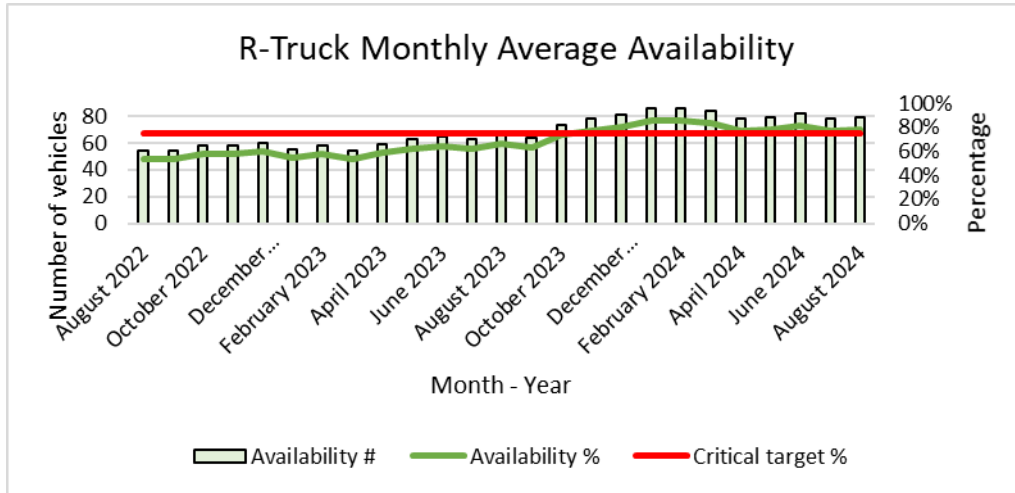


Figure 5: R-Truck Monthly Average Availability

- ✓ A slight increase in the average availability can be seen since October 2023 to date.
- ✓ The critical target of 75% fleet availability has been met.

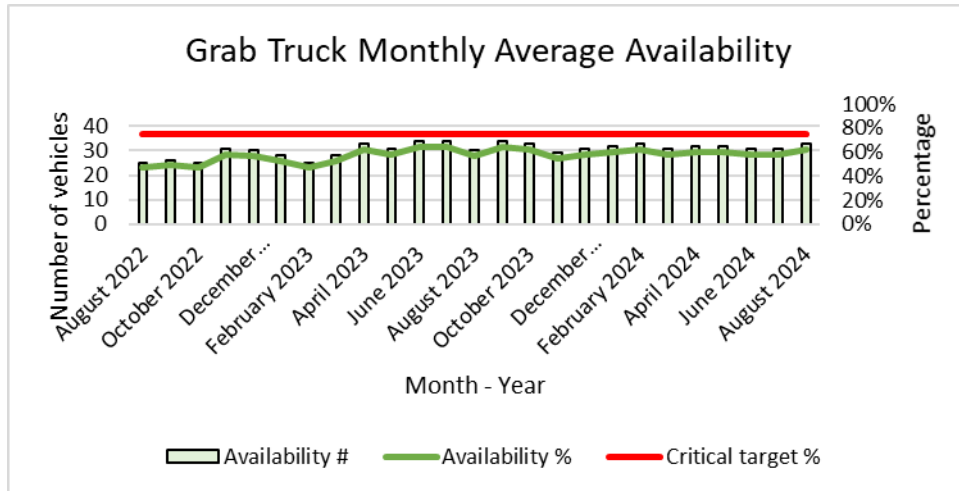


Figure 6: Grab Truck Monthly Average Availability

- ✓ An increase in the average availability can be seen from November 2023 to date. This is an area of concerted effort to recover currently.
- ✓ The critical target of 75% fleet availability has not been met yet.

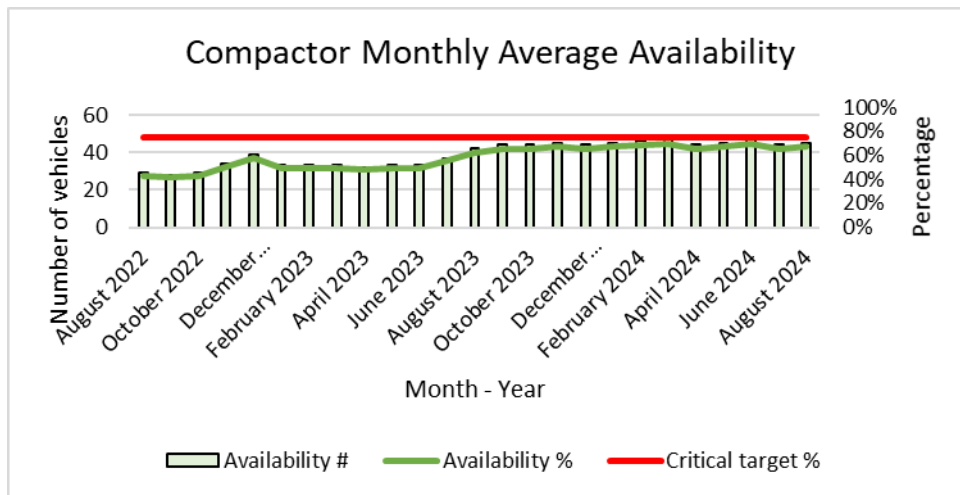


Figure 7: Compactor Monthly Average Availability

- ✓ An increase in the average availability can be seen from July 2023 to date
- ✓ The critical target of 75% fleet availability has not been met yet

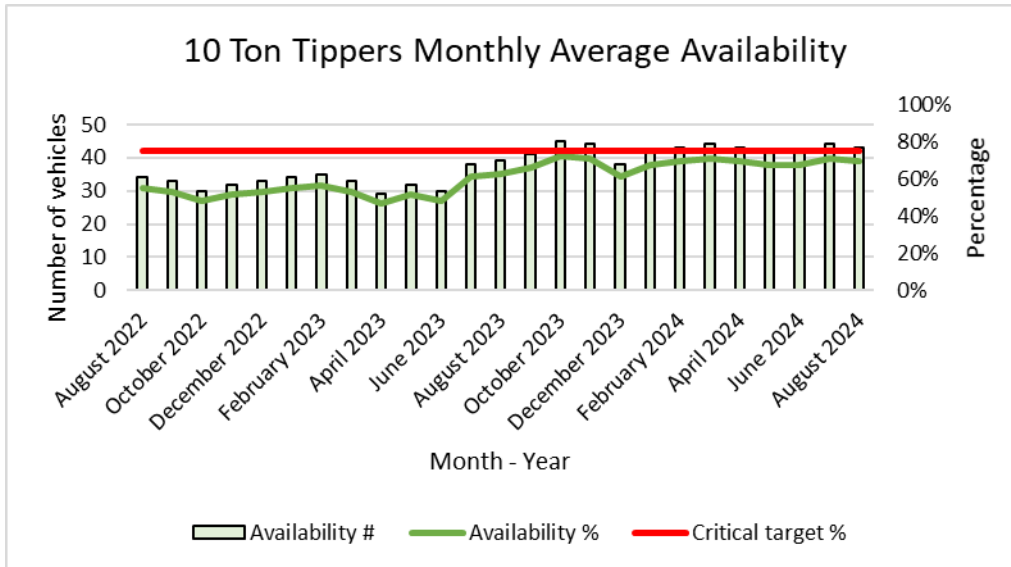


Figure 8: 10 Ton Tippers Monthly Average Availability

- ✓ An increase in the average availability can be seen since July 2023 to date
- ✓ The critical target of 75% fleet availability has not been met

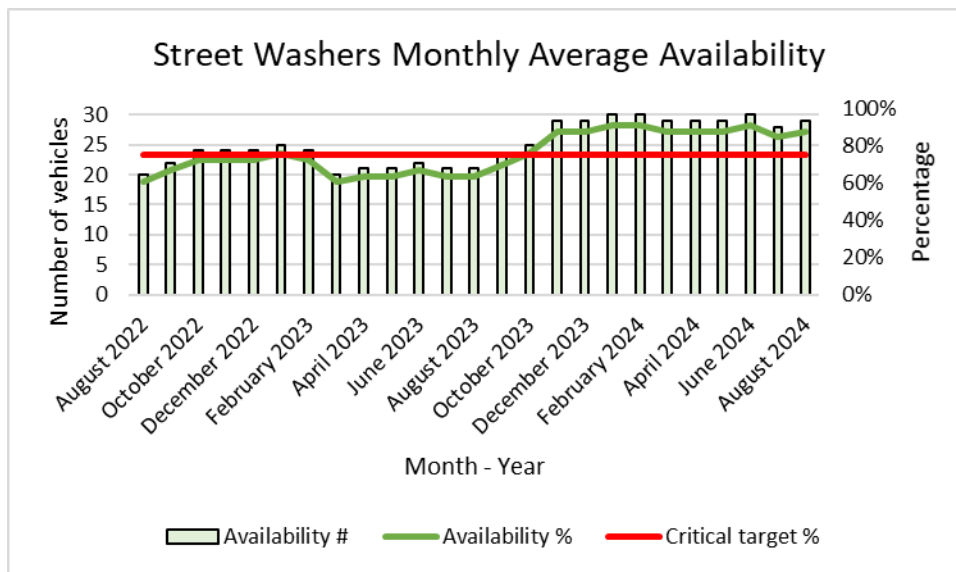


Figure 9: Street Washers Monthly Average Availability

- ✓ An increase in the average availability was observed from July 2023 to date
- ✓ The critical target of 75% fleet availability has been met

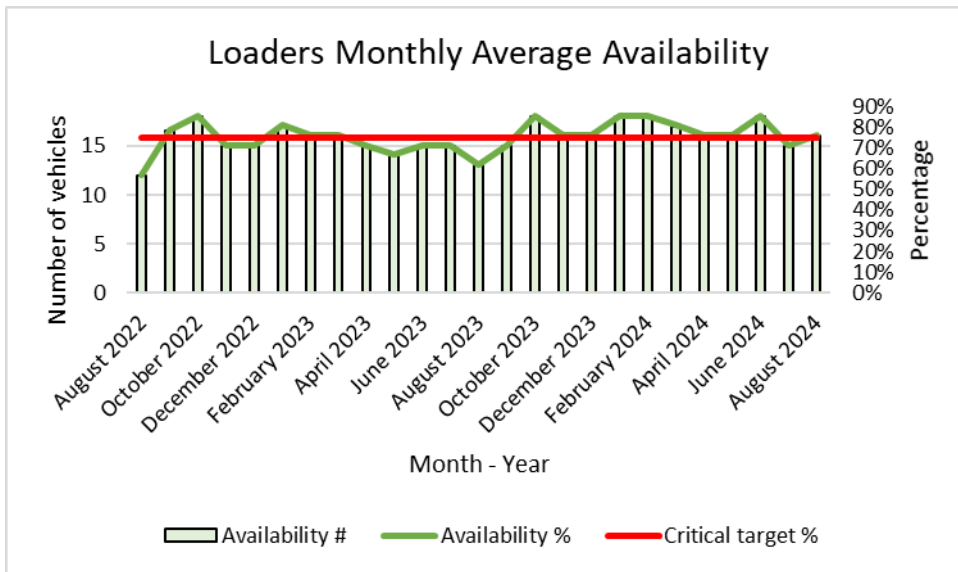


Figure 10: Loaders Monthly Average Availability

- ✓ The critical target of 75% fleet availability was met since September 2023 to date.

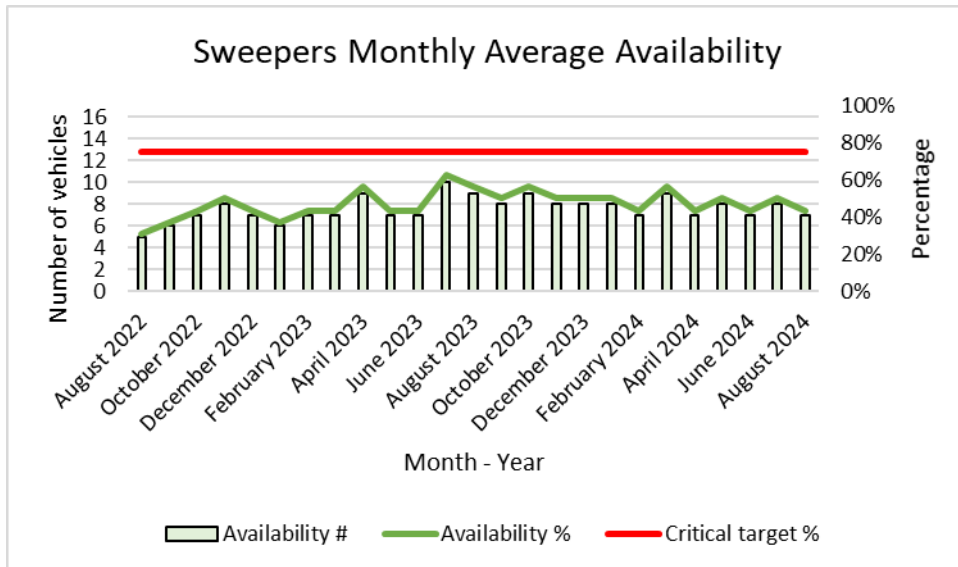


Figure 11: Sweepers Monthly Average Availability

- ✓ A slight increase in the average availability can be seen in March 2024. Although a decrease is observed in April 2024 to date. This is an area of concerted effort to recover the availability.
- ✓ The critical target of 75% fleet availability has not been met yet

Making progress possible. Together.

Information requested in previous meeting(s):Field service repairs:

- Artisans have been deployed to major depots to attend to minor defects / breakdowns, which have proven to be valuable in achieving the overall objective, i.e. improved fleet availability
- 63% of minor defects / breakdowns are repaired and released on the same day
- The balance are more complex repairs of which the return to service timelines are subject to the scope of repairs, however all vehicles in this category are still expedited by EAM to ensure the quickest possible return to service.
- Additional capacity is in process of being recruited to build this service out.

Split between Internal vs External maintenance:

- Work Orders on SAP were pulled for FY23/24
- Based on the information for FY23/24;
 - 63% of Maintenance work were done by external service providers
 - This includes Services and Repairs
 - It also covers the entire spectrum of complexity of repairs, e.g Auto-Electrical, minor repairs and major repairs.
 - 37% of Maintenance work were done by internal workshop, including the Field Service team

- Financial Implications None Opex Capex
 Capex: New Projects
 Capex: Existing projects requiring additional funding
 Capex: Existing projects with no Additional funding requirements
- Policy and Strategy Yes No
- Legislative Vetting Yes No
- Legal Implications Yes No
- Staff Implications Yes No
- Risk Implications Yes The risks for approving and/or not approving the recommendations are listed below:
 No Report is for decision and has no risk implications.
 No Report is for noting only and has no risk implications.
- POPIA Compliance Yes It is confirmed that this report has been checked and considered for POPIA compliance.

5 RECOMMENDATIONS

It is recommended that the report be noted.

Daar word aanbeveel dat daar van die verslag kennis geneem word.

Kundululwe ukuba makuqwalaselwe le ngxelo.

ANNEXURES

FOR FURTHER DETAILS CONTACT

NAME	Duné Malherbe	CONTACT NUMBER	021 444 1158
E-MAIL ADDRESS	Dune.Malherbe@capetown.go.za		
DIRECTORATE	Urban Waste Management	FILE REF No	
SIGNATURE : DIRECTOR	<div style="border: 1px solid black; width: 100%; height: 40px;"></div>		

EXECUTIVE DIRECTOR

NAME	_____	COMMENT:	_____
DATE	_____		_____
SIGNATURE	<div style="border: 1px solid black; width: 100%; height: 40px;"></div>		

The ED's signature represents support for report content and confirms POPIA compliance.

LEGAL COMPLIANCE

- REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.
- NON-COMPLIANT

NAME	_____	COMMENT:	_____
DATE	_____		_____
SIGNATURE	<div style="border: 1px solid black; width: 100%; height: 40px;"></div>		

Approval Form

Supported for inclusion on the agenda



STATUS UPDATE ON VEHICLE AVAILABILITY

Report Reference: 526404
Meeting: Section 79 Portfolio Committee - Urban Waste Management
Meeting Date: 02.09.2024
Meeting Venue: Council Chamber

Contact Person: Dune Malherbe
Contact Telephone: 0214441158
Contact Email: DUNE.MALHERBE@CAPETOWN.GOV.ZA

Item	Section	Approver	Approval	Approved Date	Approver Comments
01	Author	Dune Malherbe	Approved	21.08.2024 12:34:08	
02	Director/Directorate Support Manager/Chief	Rustim Keraan	Approved	23.08.2024 09:52:28	
03	Executive Director	Nonqaba Mayisela	Approved	26.08.2024 16:51:46	
04	Legal Compliance	Jason Sam Liebenberg	Approved with Comments	27.08.2024 13:07:53	For information.
05	Chairperson	Brenda Hansen	Approved	29.08.2024 12:51:25	

ECS Officer: