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Committee Rural Services Wairarapa Committee
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Stock Truck Effluent Dump Sites

1. Purpose

To inform the Committee about the issue of stock truck effluent dump sites.

2. Background

On 27 January 2005, the Rural Services and Wairarapa Committee received a letter from the Wairarapa branch of the Automobile Association. The letter (refer attachment) outlined concerns that there were no 'public' stock effluent dumping sites for the Wairarapa, and there are no plans to construct any.

In response to this letter, discussions were held with Transit staff and staff from the Transport Division, Greater Wellington to determine the extent of the issue and possible responses.

2.1 What are stock truck effluent dump sites?

Stock truck effluent dump sites are facilities where trucks can get rid of the effluent that has accumulated in the trucks effluent holding tanks during the transport of stock from one location to another. Some transport companies have their own dump sites and often two or more companies have reciprocal rights to use each others dump sites.

Relatively recently, Transit has been responsible for installing some dump sites on areas adjoining major roads. These are convenient for transport companies who do not have access to privately run dump sites.

2.2 What is the process for establishing a dump site?

Generally, Transit or other road controlling authorities (e.g. territorial authorities or crown agents) would be responsible for establishing 'public' dump site facilities. The process involves determining a suitable site (often the road reserve if it is wide enough for trucks to park, but could also involve private land), securing funding for building and operating the site, applying for the necessary regional and district council resource consents (discharge to air, land and possibly water and land use).

The cost for establishing a facility is in the order of \$140,000. In the two examples provided by Transit's Wanganui office the cost had been shared between Transit and the local authority. In those examples, the local authority was also responsible for the cleaning of the facility and disposal of the effluent.

In 1999 the National Stock Effluent Working Group released *A Practical Guide to Providing Facilities for Stock Effluent Disposal from Trucks* which provides advice on how to best manage the above process. What the guide does not cover is the process for approaching a road controlling authority to request they establish a facility.

2.3 Greater Wellington's role

Other than processing consents Greater Wellington has no specific role to play in establishing dump sites. However, a report *Scoping Study of Stock Truck Effluent Discharges in the Wellington Region* was commissioned by the Wellington Regional Council in 1997. It identified that the problem was not particularly significant for the three Wairarapa District Councils. The report recommended that:

- (1) *The Wellington Regional Council should initiate a collaborative effort with local authorities ... to:*
 - (a) *Investigate the provision of effluent disposal facilities throughout the Wellington Region; and*
 - (b) *Investigate an education awareness campaign ...*

Discussion with staff from the Transport Division indicated that establishing stock truck effluent dump sites within the Wairarapa is not an active issue for the Regional Land Transport Committee.

2.4 District Context

Stock trucking in the Wairarapa centres around the sale yards at Waingawa. From here, and also direct from properties, stock are moved out of the area for finishing or slaughter. With only a small meat processor at Gladstone, virtually all stock are trucked out of the area for slaughter. In the Kapiti District, a similar situation occurs but with far less stock movements.

The three state highways in the Region therefore carry a high volume of stock trucks. Traffic into Wellington itself is to the processing plant at Ngauranga or to and from Cook Strait shipping. Considerable ferry traffic is understood to use the State Highway 2 route north and south.

Spillage of effluent is most noticeable from uphill traffic on the Rimutakas and to a lesser extent, in Ngauranga Gorge.

2.5 Discussion with Transit

Discussion with staff at Transit's Wellington office indicated that stock effluent on roads is not as big a problem for State Highway 2 as it is for State Highway 1. There are no provisions in the 04/05 or 05/06 budget to establish an effluent dump facility in the Region.

Transit has also released a draft 2005/06 ten year State Highway Plan. Under the plan Transit proposes to continue to support the development of effluent disposal facilities where they are consistent with the strategy agreed with industry. No Wairarapa sites have been identified in the list of effluent disposal sites to be constructed over the next three years.

However, Transit staff were keen to discuss the issue and if possible facilitate the establishment of a dumping site in the Wairarapa. Whether Greater Wellington wants to be involved in those discussions at a formal or informal level is yet to be determined. If it is decided Greater Wellington should be involved, this will most likely require input from Policy and Planning, and Transport staff. Consents and Compliance staff will be involved in processing the necessary resource consents at a later stage.

3. Conclusion

Until now the need for a stock truck effluent dump site has not been a significant issue for the Wairarapa. Transit recognises that there are no plans to establish a facility within the Wairarapa but is keen to begin discussion on the issue with a view to facilitating the establishment of a site. However, who pays for the construction and on-going maintenance of the site is an issue that will need to be resolved.

4. Communication

No additional communication is proposed.

5. Recommendation

That the Committee:

- 1) Receives the report, and*
- 2) Provides an indication of whether staff should facilitate discussions with Transit and other interested parties on the issue.*

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