

Agenda Item:

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Councils working together

Date of Meeting	27 October 2015
Officer	Treasurer to the Dorset Waste Partnership
<b>Subject of Report</b>	<b>Draft Revenue Estimates 2016-17</b>
Executive Summary	<p>This report contains draft revenue estimates for 2016-17. An updated Medium Term Financial Plan and Capital Programme are presented elsewhere on the agenda.</p> <p>The draft revenue estimates are presented at this early stage to facilitate comment from partner councils, before formal agreement at the December 2015 Joint Committee meeting.</p> <p>They are shown on the following basis –</p> <ul style="list-style-type: none"> <li>i) An assumption of current levels and methods of service delivery.</li> <li>ii) An assumption that, given the expected constraints on local government funding, partners will only fund the Dorset Waste Partnership to existing (2015/16) levels, including a recognition that previous capital lump sum contributions from partners finish and equivalent sums now come within the revenue budget cost share.</li> <li>iii) A realistic level of further savings and efficiencies can be achieved for 2016/17 to provide a balanced budget.</li> </ul> <p>Account has now been taken of the further experience of delivering the service during 2014/15 and the first half of 2015/16 to provide further detail in the preparation of the draft revenue estimates for 2016/17, although further examination of a number of critical areas will continue to enable assumptions to be finalised.</p>

	<p>Sections of the report explain a number of the main aspects, assumptions and drivers of the budget and some of the sensitivities and risks.</p> <p>Details of the savings ideas that are being advanced together with the estimated level of savings that can be achieved for 2016/17 are shown.</p> <p>Cost shares are also illustrated, continuing to use the current methodology, based on the draft estimates presented, but with the caveat that cost share percentages will be updated and may change slightly to take account of latest household numbers (only available at the end of October) in accordance with the Inter Authority Agreement.</p> <p>This report also presents the rationale for continuing to use the current cost share methodology rather than revise it at this stage.</p>
<p>Impact Assessment:</p>	<p>Equalities Impact Assessment: The services covered by this report have been subject to an Equalities Impact Assessment where appropriate, as will any savings opportunities pursued as a result of this report.</p> <p>Use of Evidence: The figures for the draft revenue estimates for 2016/17 have been drawn up taking account of information about service requirements and costs provided by a range of managers of the Dorset Waste Partnership.</p> <p>Budget:</p> <p>The contributions (before updated household numbers) expected from each partner to fund the draft revenue budget for 2016/17 are set out in Appendix 2.</p> <p>The Dorset Waste Partnership contribution is a major part of the budget of most of the partner councils. All partners are therefore looking for savings wherever possible and would find increased contributions difficult to accommodate.</p> <p>There is scope for revision of the budget originally recommended by this meeting to take account of any newly emerging factors and comments and suggestions expressed by partners in their responses that must be made by the 14 December 2015.</p> <p>Risk Assessment:</p> <p>Having considered the risks associated with these decisions using the County Council's approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: HIGH Residual Risk: HIGH</p>

	<p>High risk areas are financial, reputational and critical service delivery.</p> <p>Financial: The Dorset Waste Partnership is still developing at a time of great change and there is potential for overspending arising from uncontrollable external factors (e.g. market prices for recyclates), local factors (e.g. changes in the level of waste generated by Dorset households), internal factors (e.g. management of the waste collection service) or other external factors, such as legislative change and government policy. There are also constraints on the quantum of funding that partners can apply to the Dorset Waste Partnership.</p> <p>The Medium Term Financial Plan, presented elsewhere on the agenda, provides a framework to assist in monitoring the position and limiting unexpected variances.</p> <p>Reputational: The Dorset Waste Partnership has been considered to be a good example of partnership working, albeit with some initial difficulties. Compromises will be needed to ensure that the needs and expectations of all partner councils are met as fully as possible. The forward plans provide a good vehicle for ensuring that the dialogue required takes place in good time and that surprises that could adversely impact the Partnership are avoided.</p> <p>Critical Service Delivery: Waste collection is a vital service for Dorset households and the waste must be disposed of safely and efficiently. The forward plans will help partner councils to prepare for and manage their contributions, avoiding decisions that could impact significantly on the service provided to the public.</p> <p>Other Implications: Sustainability</p> <p>A key objective of the Dorset Waste Partnership is to provide a harmonised service that maximises levels of recycling across the county. The original business plan set out to achieve 68% by 2019. Restrictions on expenditure could impact on the level of recycling that can be achieved.</p>
<p>Recommendation</p>	<p>The DWP Joint Committee is asked to consider the information in this report and:</p> <ul style="list-style-type: none"> <li>i) Recommend the draft revenue estimates for 2016/17 to partner councils, for consideration and response by 14 December 2015.</li> <li>ii) Note the savings proposals included within the revenue estimates for 2016/17.</li> <li>iii) Note the illustrated cost shares, recognising that household numbers will be need to be updated when data is available.</li> </ul>
<p>Reason for Recommendation</p>	<p>The Inter Authority Agreement requires the Joint Committee to recommend a draft estimate for the following year to partner councils by 31 October. This is to enable partners to give their</p>

	views on the draft estimates and to reflect them in their own budgets.
Appendices	<p>Appendices –</p> <ol style="list-style-type: none"> <li>1. Draft revenue estimates 2016/17.</li> <li>2. Draft cost shares for each partner.</li> <li>3. Assumptions made in forming the draft revenue estimates.</li> <li>4. Summary of disposal cost estimates.</li> </ol>
Background Papers	<p>Previous financial reports to the Dorset Waste Partnership Joint Committee.</p> <p>The Inter Authority Agreement for the Dorset Waste Partnership Joint Committee.</p>
Report Originator and Contact	<p>Name: Andy Smith, Treasurer to the Dorset Waste Partnership,          Tel: 01305 224031          Email: <a href="mailto:a.g.smith@dorsetcc.gov.uk">a.g.smith@dorsetcc.gov.uk</a></p>

## 1. Background

- 1.1 The Dorset Waste Partnership has now completed its fourth year. West Dorset District Council and Weymouth and Portland Borough Council became fully active partners on 1 April 2013. The second and third tranches of roll out of the Recycle for Dorset service took place during 2013/14 and the waste collection service was also brought back in-house in the Purbeck area. In autumn 2014 the fourth tranche of the Recycle for Dorset service was rolled out to a further 48,000 properties. The final fifth tranche has been rolled out in the remaining parts of western Dorset earlier this month, so that all 201,000 properties in Dorset are now receiving the service.
- 1.2 The Inter Authority Agreement (IAA) for the Dorset Waste Partnership requires the Joint Committee to approve a draft budget for the following year for consideration by partner councils by 31 October. The councils must consider the draft budget by 30 November and respond to the Joint Committee by 14 December with any comments or proposed amendments to it.
- 1.3 Elsewhere on the agenda is an updated Medium Term Financial Plan which shows how the service will develop over the next few years. The updated Medium Term Financial Plan will also inform the financial planning of the partner councils.

## 2. Overview

- 2.1 The draft estimates for 2016/17 are contained in Appendix 1 together with further detail on estimated disposal costs at Appendix 4. They are built on the assumption that sufficient savings can be found to offset other service and cost pressure increases to achieve a net budget of £34.205M, which is broadly equivalent to the 2015/16 funding requirement of partners after allowing for the movement of previous separate capital contributions into the main revenue budget for 2016/17.
- 2.2 In the light of the further experience of the roll out of the Recycle for Dorset service during 2014/15 and the first half of 2015/16 further factors and updated assumptions

have been reflected to translate the updated Medium Term Financial Plan figures for 2016/17 into a draft set of estimates.

- 2.3 The proposed cost of the service for 2016/17 is estimated to be £34.205M and includes savings of £397k which will be needed to achieve the budget.
- 2.4 There are thought to be good practical prospects of achieving the level of savings stated above, ensuring that the budget has been set on a reasonable basis.

### **3. Issues and Assumptions affecting the draft estimates for 2016/17**

- 3.1 As outlined above the starting point for the draft revenues estimates is the updated Medium Term Financial Plan. Figures have been updated to take account of later information and further knowledge of service delivery since previous Medium Term Financial Plans were presented.
- 3.2 Account has been taken of the way the service is being delivered as a result of the recently completed full roll out of the Recycle for Dorset service.
- 3.3 The estimates represent the best level of knowledge that is available at the time of writing and are subject to some further detailed analysis in the light of further information that may become available before the meeting of the Joint Committee on 14 December 2015. Further detailed budget work may lead to some differences from the figures presented here, and any significant differences will be explained to the December meeting of the Joint Committee. The figures presented in this paper have been considered by the various DWP budget holders and the Senior Management Team, and are considered appropriate for the purpose of informing partner councils of the estimated cost of the service, including reasonable expectations around securing future savings and thus being able to indicative 2016/17 costs to partner councils. A further challenge to the draft estimates was also provided by the Chief Executives' sponsor for the waste partnership.
- 3.4 Some significant assumptions have been made in forming the draft estimates for 2016/17 which introduces a degree of risk around the robustness of the estimates, should the practical experience of running the service prove to be different from the assumptions made.
- 3.5 Significant assumptions include -
  - The contract with the waste disposal site at Trigon (near Wareham, Dorset) expires in August 2016, earlier than anticipated as the contract was expected to be extended. Arrangements are currently being explored as to the best course of action for waste that currently transfers to this site. Any potential change in costs cannot be quantified at this time.
  - The renewal of the contract for Household Recycling Centres (HRCs) has been the subject of separate papers and a workshop, with the contract due for renewal in September 2016. Tenderers will be made aware of the financial constraints facing partner councils, and options will be included for reduced opening. Until such a time as tenders are received, it remains to be seen as to the impact compared to the current HRC budget. A cost neutral position as been assumed for now.
  - The 2016/17 budget includes capital charges for a significant number of replacement vehicle purchases which have recently taken place, or are currently in progress, including the Tranche 4 and 5 vehicles, street cleaning general/tipper vehicles, and sweepers, plus potential further vehicle replacements. Previous DWP budgets did

not need to include financing costs for vehicles that transferred at the point of partners joining the DWP. The increase was always anticipated in previous Medium Term Financial Plans, and is included in the attached budget estimates as an increase of c£1.1m from 2015/16 to 2016/17 (including garden waste and commercial waste vehicles).

- It is assumed that any effects on service delivery and cost, arising from the operation of the proposed Bournemouth Material Recycling Facility (MRF) will not impact until after 2016/17 as the outcome of the MRF procurement is not yet known and build time after the outcome will take until at least the end of 2016/17. Any accepted tender will most likely have implications on the budgets for management fees, haulage costs and levels of recycle cost / income from 2017/18.
- At the time of writing recyclate material costs around £19 per tonne to dispose of, having previously generated a significant income stream. The draft estimates for 2016/17 assume a cost of £20 per tonne. There is however a significant risk associated with this assumption due to the volatility of external markets over which the DWP has no, or very little, control.
- Waste arising remains a major driver of treatment and disposal costs. National figures from DEFRA to the end of December 2014 indicated a growth in household waste of 3.7% for a 12 month period. However, the growth in household waste locally for 2016/17 is judged to be less than the national average. Therefore these budget estimates assume a 2% growth in 2016/17 over and above the current year.
- It is assumed that Landfill Tax will rise in line with inflation.
- An assumption of a 1% pay award from 1 April 2016, in line with central government expectations around continued public sector pay restraint has been made.
- Opportunities to generate income from trade waste continue to be pursued. The budget has assumed an income level of around £1.860m, up from £1.543m in the current year budget.
- Income from garden waste is assumed to be £1.665m, based on 37,000 customers paying £45 per year.
- No further implementation budget provision is required as the roll out of the Recycle for Dorset service is now complete.

#### 4. Savings for 2016/17

- 4.1 There is now a firmer list of savings arising from ‘in house’ ideas that have continued to be developed during 2015/16 and are now included in the draft revenue estimates for 2016/17, as shown in the table below. This level of savings is assessed as being practical, reasonable and achievable. The first three items in the table below have already been agreed and will be implemented during 2016/17. The final two items are currently being progressed and have good prospects of being achieved.

£131,250	Charging for non-household material at HRCs
£74,000	Discontinue recycling credit payments
£15,000	Security arrangements
£166,667	Route optimisation - East Dorset / Christchurch Street sweepings to different destination
£10,000	
<hr/>	
£396,917	

- 4.2 Further savings initiatives that may change the service delivery model, arising in part from the WYG Phase 2 report, are not included as they require further analysis and decision making.

#### 5. Cost Sharing

- 5.1 The Inter Authority Agreement requires notification of residential properties by partner council every year as a driver for the present cost sharing formula. Data is not available from partners until the end of October 2015 and therefore illustrative cost shares presented in this paper at Appendix 2 are calculated using previous residential property numbers.
- 5.2 Previously it was expected that the cost sharing formula would be reviewed, and it was envisaged that a new cost sharing formula would be applied for 2016/17 and beyond.
- 5.3 Further consideration by the DWP Management Board has concluded that it would be prudent to continue with the current cost share formula for 2016/17 at least, in the absence to date of any compelling evidence to change the current arrangements.
- 5.4 Initial work on future cost sharing, based on the previous (pre partnership) statutory responsibilities of each partner concluded that cost shares would not be significantly different from that produced by the current methodology. This view was also supported by further analysis undertaken by WYG.
- 5.5 Had a new cost share methodology produced a significantly different result then there would have been the need to introduce a ‘damping’ mechanism over, perhaps, several years to allow partners time to adjust to their new cost share percentages, introducing further complexity into the process.
- 5.6 Adhering to the current cost share methodology does at least give stability and predictability to cost share between partners at a time when the waste partnership is still evolving and settling into ‘business as usual’ following the final rollout of Tranche 5.
- 5.7 The Management Board also debated the question of risk sharing and apportionment, on which there were mixed views and how, or if, this should be reflected in cost sharing at a future date and further work will be required if this is to be pursued.

- 5.8 Future methods of service provision for elements of the waste service are likely to be considered (for example, outsourcing parts of the service) during 2017 and the Management Board considered whether it would be better to revisit cost sharing, in the context of alternative models of service delivery, at this later date.
- 5.9 Various views, in a number of forums, have also been expressed regarding further more detailed factors that could be considered in respect of a future cost sharing methodology. For example, the relative effects of service delivery in urban and rural areas where elements of cost may be different. This would require more detailed analysis over a longer period of time to produce robust and practical cost sharing formula alternatives.
- 5.10 In considering future cost sharing research it may be opportune for a small number of Members to work with officers on a task and finish group at the appropriate time.

## **6. Sensitivity and Risks**

- 6.1 The assumptions made in the calculation of the draft estimates for 2016/17 are of course subject to varying degrees of risk. Listed below are an indication of the sensitivity and risk of each of the major factors used.
- 6.2 The pay award has been assumed at a 1% increase, on a pay budget of c £11.2m. A variation of 0.5% would result in a cost variation of around £55k per annum.
- 6.3 Recyclate price is assumed to be £20 per tonne. A variation of £5 per tonne would result in a change of around £140k in a full year.
- 6.4 The budget currently assumes household waste growth of 2%. A variation of 1% would result in a change of around £114k in a full year.
- 6.5 Garden Waste income is based on 37,000 customers at £45 each. A variation of 1,000 customers will result in a change in income of £45,000.

## **7. Next Steps**

- 7.1 The budget timetable as set out in the Inter Authority Agreement requires the Joint Committee to approve a budget by 31 October for consideration and comment by partner councils by 14 December. The final approval by the Joint Committee of the following year's budget, if the original recommendation is not acceptable to all partners, is required during February 2016, still allowing partner councils to set their own budgets and council tax levels.
- 7.2 Further work will continue in ensuring that the savings plan, as set out, can be achieved in practice and in a timely fashion.
- 7.3 The Dorset Finance Officers group will be invited to review the draft estimates, together with the redrawn Medium Term Financial Plan, so that their views can be considered and to ensure that they the draft estimates and Medium Term Financial Plan meets the needs of all partners.

**Andy Smith**  
**Treasurer to the Dorset Waste Partnership**

**Paul Ackrill**  
**Finance and Commercial Manager**  
**Dorset Waste Partnership**  
October 2015









Budget 2016/17 and Medium Term Financial Plan to 2020/21

**Notes and assumptions**

- 1 The budget 2016/17 and MTFP assume the full rollout of Recycle For Dorset is complete, and that there are no changes to this service model.
- 2 The budget 2016/17 and MTFP makes no assumptions regarding any potential financial outcomes of the current MRF procurement exercise.
- 3 The MTFP makes no assumptions regarding any potential financial outcomes of the current HRC contract renewal exercise (to take effect from September 2016).
- 4 The MTFP ignores the effect of uplifts in the legal Minimum Wage, on the basis that no detail is currently available regarding the timing and amounts of increases after 2016/17. The 2016/17 uplift in Minimum Wage is known to be below the levels at which the DWP 2016/17 budget would be affected.
- 5 The MTFP makes assumptions, where appropriate, of an inflationary uplifts of 1% for pay and 1% for non-pay, based on latest national information and forecasts.
- 6 Capital charges for containers (excluding trade waste and garden waste) are based on capital spend on a Business As Usual basis of £504k per annum. The revised estimates for capital purchases are based upon a detailed monitoring exercise that took place in summer 2015. The table below captures the expected requirements for Business As Usual capital requirements for containers:

Item	Quantity (g)	Unit Cost	Annual Spend
240 litre wheeled bin - recycling	4576	£19	£86,944
240 litre wheeled bin - rubbish	2028	£19	£38,532
140 litre wheeled bin - rubbish	6916	£14.70	£101,665
140 litre wheeled bin - recycling	3640	£14.70	£53,508
360 litre wheeled bin - rubbish	520	£43.50	£22,620
360 litre wheeled bin - recycling	520	£43.50	£22,620
770 litre	520	£118	£61,360
1100 litre	520	£138.00	£71,760
7 litre food caddy	5200	£0.93	£4,836
23 litre food container	6500	£2.64	£17,160
55 litre box and lid	4420	£3.79	£16,752
40 litre box	2600	£2.47	£6,422
<b>TOTAL</b>			<b>£504,179</b>

In addition, there is £95k per annum included in the revenue budget for sacks and gull-proof bags, which cannot be capitalised.

- 7 Capital charges for infrastructure includes no new items beyond the construction of the Blandford Waste Management Centre, and a sum of £50k earmarked for specialist software purchases likely to be needed for Garden and/or Trade Waste service.
- 8 Capital charges for vehicles are based on the replacement vehicle programme. A summary of the vehicle replacement programme is included in a separate paper on the same agenda.
- 9 The effects of savings from the 2015/16 savings plan have been built into the base budget as follows:
 

a	£51,000	Reduction in consultancy support	full year effect
b	£71,000	Effect of the Management and Admin restructure	full year effect
c	£86,700	Crew savings at North and at Purbeck	full year effect
d	£100,000	Reduced sickness target 2015/16	full year effect
	<u>£308,700</u>		

The effects of the following savings plans have been built into the 2016/17 budget as follows:

- |   |                 |   |  |
|---|-----------------|---|--|
| e | £131,250        | Charging for non-household material at HRCs     | part year effect - 7 months of an estimated £225k full year effect |
| f | £74,000         | Discontinue recycling credit payments           | full year effect   |
| g | £15,000         | Security arrangements                           | full year effect   |
| h | £166,667        | Route optimisation - East Dorset / Christchurch | part year effect - 7 months of an estimated £250k full year effect |
| i | £10,000         | Street sweepings to different destination       | full year effect   |
|   | <u>£396,917</u> |   |  |

- 10 The draft 2016/17 budget and MTFP includes support service costs from the host authority based on an annual uplift to the current costing mechanism. A revised costing mechanism is underway, which may result in revisions to these costs.
- 11 The budget and MTFP imply a cost of per household in the region of £166 to £174 per household over the four years. Comparators include:
  - \* Somerset Waste Partnership £165.75 per household (2014/15) (excluding street cleaning service)
  - \* Shropshire strategy 2010-2015, £181.52 per household
- 12 A recent review of the Commercial Waste Trading Account by consultants WYG, as part of the 'Phase 2 Report', concluded that "there is a sound commercial waste business that generates a surplus and which provides a springboard for expansion" (para 4.3.7). The report goes on to recognise that additional resources and route-optimisation may "eat up any additional surplus" (para 4.3.11) in year 2016/17 whilst the DWP reassesses resources to prepare for organic growth of the business. In 2016/17, this includes an allowance to invest in replacement vehicles to a capital value of £720k. For these reasons, the Commercial Waste Trading Account shows a dip in the level of contribution to overheads in 2016/17. MTFP figures for the Commercial Waste Trading Account beyond 2016/17 will be subject to revision in light of the proposed Commercial Waste Strategy document, which will not be available before December 2015.
- 13 The Garden Waste Trading Account is predicted to incur a shortfall against budgeted income levels in 2015/16, largely as a result of over-optimistic expectations about customer sign-up in Tranches 4 and 5. The budget for 2016/17 assumes a customer base of 37,000 customers can be achieved, and does not comment on assumptions in price increase nor customer base increase beyond 2016/17, as these factors will be the subject of discussion in the proposed Garden Waste Strategy document, which will not be available before December 2015. In 2016/17, the budget includes an allowance to invest in replacement vehicles to a capital value of £1m. For these reasons, the Garden Waste Trading Account shows a dip in the level of contribution to overheads in 2016/17. A recent review of the Garden Waste Trading Account by consultants WYG, as part of the 'Phase 2 Report', concluded that "the current service operates on a reasonably sound financial basis" (para 4.4.3) whilst recognising administrative, ICT and Customer Contact issues that need resolving in 2015/16.
- 14 Costs to dispose of recyclate have, in recent times, been volatile. The table below demonstrates the changing price paid (per tonne) to dispose of recyclate over a recent 12 month period: The movement of recyclate prices in the past is not a guide to movements of prices in the future, which are affected by national and international economic conditions.

	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15
£	5.77	£ 8.93	£ 9.98	£ 11.42	£ 11.53	£ 18.52	£ 31.47	£ 30.16	£ 19.29	£ 9.06	£ 10.72	£ 19.19

This draft budget proposal includes costs at an assumed price of £20/tonne. A variation of £5/tonne would result in an overall change of £140k per annum.

Disposal Costs Summary

Appendix 4

	A		B		
	2015-16 budget	2015-16 budget	2016-17 Budget	2016-17 Budget	Change in 2016-17 from 2015-16:
	Tonnes	£	Tonnes	£	£
<b><u>HRC related Management Fees, Bonus, Gate Fees &amp; Haulage Fees</u></b>					
<b><u>HRC Management Fees</u></b>					
Management Fees		1,687,775		1,556,525	-131,250
Cross Border Management Fees		132,181		135,686	3,504
Hazardous Waste		174,287		143,470	-30,818
Van Access		15,481		15,649	168
<b>Total HRC Management Fees</b>		<b>2,009,725</b>		<b>1,914,964</b>	
<b><u>Gate Fees relating to HRC tonnages</u></b>					
Residual Waste Gate Fees	16,938	1,847,119	17,477	2,100,699	253,580
MRF Wastage Gate Fees					0
Green Waste Gate Fees	23,385	531,434	22,724	524,684	-6,750
Wood Gate Fees	10,336	374,690	10,006	320,558	-54,132
Plasterboard Gate Fees	885	70,581	623	34,092	-36,489
Hard Plastics	154	15,695	354	42,363	26,668
Asbestos			42	18,166	18,166
Rubble			2,766	2,011	2,011
HRC Materials with no current Gate Fee implications	24,928		19,867		
<b>Total Gate Fees relating to HRC tonnages</b>	<b>76,627</b>	<b>2,839,518</b>	<b>73,860</b>	<b>3,042,573</b>	
<b><u>Haulage Costs of HRC Tonnages</u></b>					
Haulage of Residual Waste	16,938	334,107	17,477	375,389	41,282
Haulage of Green Waste	23,385	221,056	22,724	208,388	-12,667
Haulage of Wood	10,336	177,574	10,006	175,838	-1,736
Haulage of Paper	926	20,875	914	24,714	3,839
Haulage of Plasterboard	885	23,090	623	11,192	-11,898
Haulage of Plastics & Glass (In "B" Haul is Glass only. Gate Fee for hard plastics is inclusive of haulage)	454	4,539	673	3,023	-1,516
Haulage of Asbestos (Within new contract, where is potentially direct tonnage related cost)			42	4,542	4,542
Haulage of Rubble			2,766	3,015	3,015
HRC Materials with no current Haulage implications	23,703		18,634		
<b>Total HRC Haulage Costs</b>	<b>76,626.97</b>	<b>781,241</b>	<b>73,860</b>	<b>806,101</b>	
<b><u>HRC Recycling Performance Bonus</u></b>					
Bonus		116,307		64,542	-51,765
<b>Total HRC Contract Costs plus Cross Border &amp; Gate Fees from HRC tonnes</b>		<b>5,746,792</b>		<b>5,828,179</b>	
<b><u>"District" Tonnes (excluding Dry Recyclate) Fees Gate &amp; Recycling Credits</u></b>					
Landfill Gate	15,667	1,710,327	9,042	1,008,540	-701,787
Pretreatment Gate	41,713	4,117,343	47,305	4,764,286	646,943
Windrow Gate	14,189	308,149	15,976	351,290	43,141
In-vessel - Composting (Food) Gate	18,953	672,689	16,672	603,953	-68,736
In - vessel Composting (Street Sweepings ) Gate	2,860	201,159	2,749	195,662	-5,497
Voluntary Sector R Credits & Reuse R Cred etc	1,294	74,824	1,136	0	-74,824
<b>&amp; Garden Waste rebate</b>	<b>94,677</b>	<b>7,084,491</b>	<b>92,879</b>	<b>6,991,346</b>	
Income sharing in relation to Pretreatment Recyclate sales share		-10,704		-8,400	2,304
Income sharing in relation to Pretreatment Energy share		0		0	
Garden Waste Volume rebate		-12,000		-13,000	-1,000
<b>Income sharing associated with Pretreatment Contract , and garden Waste Volume rebate</b>	<b>0</b>	<b>-22,704</b>	<b>0</b>	<b>-21,400</b>	<b>1,304</b>
<b>pretreatment Income Sharing &amp; Garden Waste Volume rebate</b>	<b>94,677</b>	<b>7,061,787</b>	<b>92,879</b>	<b>6,969,946</b>	
<b><u>"District" Tonnes (excluding Dry Recyclate) Fees Gate &amp; Recycling Credits</u></b>					
Residual Waste Haulage	57,380	138,967	56,346	298,036	159,070
Windrow Haulage	14,189	1,310	15,976	6,752	5,442
Food Waste Haulage	18,953	97,520	16,672	60,969	-36,551
Composted Street Sweepings Haulage	2,860	8,621	2,749	9,917	1,295
Management Fees (including if appropriate SWF Input fees)		553,768		627,305	73,537
Recyclate cost		163,839		547,000	383,161
Haulage Dry Recycling	46,602	2,311	47,668	0	-2,311
	<b>Tonnes</b>	<b>£</b>	<b>Tonnes</b>	<b>£</b>	
	<b>217,906</b>	<b>14,088,990</b>	<b>214,407</b>	<b>14,549,752</b>	
					460,762
					<b>460,762</b>