Financing Of Municipal Solid Waste In The City Of Manado

Teddy Takaendengan 1), Tri Padmi 2), Emenda Sembiring 3), Enri Damanhuri 4)
1) Post Graduate Program in Environmental Engineering FTSL, ITB Indonesia, Civil Departement, Manado State Polytechnic, Indonesia
2), 3), 4) Faculty of Civil and Environmental Engineering (FTSL), ITB Indonesia

e-mail: tchtakaendengan@yahoo.com

ABSTRACT

Basically human life will produce waste, which if not managed properly will cause new problems. To speed up the process of waste disposal to a place that has been planned, it means the waste transport plays an important role. The transport waste was done by vehicles consisting of many types of vehicles, namely 20 units of arm-roll, 20 units of dump-trucks, 10 units of small pick-up trucks, 3 units of wooden box trucks and 2 units of iron box truck. Calculation of the cost of transporting waste is by knowing the volume of waste. Factors affecting the volume of this waste is ritasi number, density, weekdays. For operational costs, factors that influence is the number of vehicle crew (driver + garbage workers). Fuel consumption in a year can be calculated from the distance traveled per ritasi (km / rit), vehicle fuel consumption (km/l) and the prevailing fuel prices. The research result shows that the costs for the transport vehicle Arm Roll truck, is Rp. 55,362 / ton of garbage, Dump Truck, is Rp. 112,574 / ton of garbage, Trucks Cash Iron / wood, is Rp. 159,085 / ton of garbage, to vehicles Car Pick-up, the total cost is Rp. 107,523 / ton of garbage

Keywords: transport of waste, the cost of transporting waste

1 Introduction

Total Population of Indonesia with a high growth rate resulted in increasing the volume of the trash can. During this most people still look garbage as the remaining goods which cannot profit, not as resources that need to be used. The paradigm of waste management that relies on final disposal was time abandoned and replaced by a new paradigm of waste management.

Waste management system condition in Indonesia with total population increases and the level of public consumption increased, resulted in waste volume increases, this condition causes garbage must be managed well so that it does not cause problems. 

Based on Act 32/2005 concerning Local Government, stated that the problem of waste becomes the responsibility of the district and are required to hold the handling of waste including the Sanitize processing more adequate, and to certain conditions TPA is also a regional required implemented. Many of the problems faced in the waste management in each district or city is the availability of land for the processing of the end of the trash (TPA). Most areas in Indonesia does not have enough land to TPA, and if the land is available usually have the distance far enough from the city. The provision of land for temporary disposal sites (TPS) located in the path of the waste transportation is also very difficult, because of limited land and funds.

The cost required for the transport system will be even greater accompanied by their levies burdening waste management system. Recycling system that is not optimal for example, it has not been socialized program 3R (reduce, reuse and recycle), so that solid waste reduction of waste sources has not been done completely. No or lack of treatment facilities or Intermediate Transfer Facilities (ITF) resulted in the volume of waste that goes into landfill TPS and to be quite a lot.
Under Law 32/2005 on Local Government, stated that the problem of waste is the responsibility of the area and is obligated to implement handling per sampahan including final processing (TPA) more adequately, and to certain regional landfill conditions also must be implemented. According to the Law of the Republic of Indonesia No. 18 of 2008 on waste management, in particular Chapter VIII on cooperation and partnership, article 26 of the inter-regional cooperation, paragraph 1 and paragraph 2 states that "Local governments may establish cooperation among local governments in carrying out waste management. (2) The cooperation referred to in paragraph (1) can be realized in the form of cooperation and / or creation of a joint venture waste management."

Garbage quantity varies between 2.5-3.0 liters per person per day in line with the activities of industrial society (Damanhuri, 2010). Standards set by the Ministry of Public The work regarding the amount of waste generated, can be seen in Table 1. Amount of Waste generation is based on an urban scale

Waste Transportation Operations
In planning for a transportation system that is efficient and effective, the operation of transporting waste (Damanhuri 2010) should pay attention to the following limitations:
- Using a transportation route for the shortest possible and with the least possible obstacles.
- Using conveyance capacity / haulage as much as possible.
- Using transport vehicles that are fuel efficient.
- Able to take advantage of work time as possible by increasing the amount of workload as much as possible by increasing the amount of workload / ritasi carriage.

The calculation of the cost of transporting waste for every type of transport vehicle is by knowing the volume of waste. Factors affecting the volume of this waste is ritasi number, density, weekdays. From the data obtained these volume of waste transported per year.

For operational costs, factors that influence is the number of vehicle crew (driver + garbage workers). The use of fuel in a year can be calculated from the distance traveled per ritasi (km/ritasi), vehicle fuel consumption (km/l) and the prevailing fuel prices. Vehicle maintenance costs can vary depending on the age and type of vehicle.

The replacement of the tires of the vehicle in accordance with the standards of around 40-50 thousand km, spare parts and oil lubricants can being estimated cost per year. The price of the vehicle, age use very influential in calculating the depreciation of the vehicle.

From the data, analyzed so get investment cost unit and the unit of the cost of the vehicle transporting trash can. Next, the data obtained validated. After the data is valid, data is inserted in the calculation to get the cost of transportation of rubbish in the unit of Rp/tons of waste.

After get the cost of various types of transport vehicles and waste compared to search for the cost of transporting waste is most effective and efficient.

3 Result and conclusion
Research areas
Manado city has a population of 414 116 inhabitants and an area of the city of Manado is 157,24 Km², with a population density reaches 2,665 people / km² (Manado in Figures 2014, 2014)
Waste Transporter vehicle

Based on the data obtained from the field, Manado City served by various types of transport vehicles waste namely 20 units of arm-roll, 20 units of dump-trucks, 10 units of small pick-up trucks, 3 units of wooden box trucks and 2 units of iron box truck. Each vehicle has ritasi as much as 2 ritasi/day. The volume of waste that can be transported each day is as much as 560 m³.

The volume of waste.

From analysis, it was found the average volume and average weight of waste that goes to landfill in the city of Manado is: average weight: 225 ton / day or an average volume of 560 m³ / day (see figure 2 and figure 3. below).

Figure 2. Graph of the average weight of waste / day

Figure 3. Graph of the average volume of waste / day

The calculation of the cost of transporting waste

waste transportation cost calculations for all types of vehicles can be seen in table 1. The calculation of the cost of transporting waste below.

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The conclusion

From the results of the calculation is obtained that the waste transporter vehicle type of Arm Rolls, most cheap amounting to Rp 51,157/tonnes of waste. The cost is small compared with the other transporter vehicle type is not necessarily the most efficient, because they still have to pay attention to other technical factors such as the location of the placement of the; containers; which requires a wide enough.

Type of vehicle for other transporters such as dump trucks, iron/wood box truck that although the cost of the larger, will but open opportunities for employee / workers trash can.

In the selection or determination of the type of vehicles should be observed in many ways / aspect, for it then Manado city government must be wise in making decisions.

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