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FACULTY OF SCIENCE AND ENGINEERING

DEPARTMENT OF COMPUTER SCIENCE

A GOEFENCING-BASED SYSTEM FOR FAIR SCHEDULING AND EFFICIENT REFUSE COLLECTION UNDER RESOURCE CONSTRAINTS: A CASE STUDY OF HARARE CITY COUNCIL

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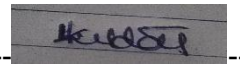
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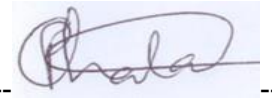
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Approval Form

The undersigned certify that they have supervised the student **LESLIE KUDAI** dissertation entitle A Geofencing-based System For Fair Scheduling and Efficient Refuse Collection Under Resource Constraints : A Case Study of Harare City Council submitted in partial fulfilment of the requirements for the Bachelor of Software Engineering at Bindura University of Science Education.

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ABSTRACT

For urban municipalities that have integrated digital system to support their service delivery, the efficiency of refuse collection is vital. With limited resources available, local authorities are unable to ensure efficiency in all services offered. As a result, the study evaluates the utilization of scheduled geofencing as a proactive fleet management technique. At the moment, the Harare City Council utilizes the traditional manual techniques of paper schedule, route monitoring and reactive communication that result in low levels of efficiency incomplete collection coverage. In attempt to improve these situations, the study proposes the design of Chenesa, a system that automates scheduling through software solutions to identify routes through polygon-intersection algorithms, detect deviation from intended routes in real time, alert authorities before the failure to make the collection points. A study will be performed to analyze the impact of geofencing as compared to the existing manual techniques in terms of the efficiency of operation, reduction of fuel utilization, and accuracy scheduling. In addition, intelligent monitoring techniques will be analyzed for improvement in accountability and adherence to environmentally acceptable practices.

Table of Contents

Approval Form 2
CHAPTER 1 8
1 INTRODUCTION 8
1.0 BACKGROUND OF THE STUDY 8
1.1 PROBLEM STATEMENT 10
1.3 Aim of the Study 11
1.4 Research Objectives 11
1.5 Research Questions 11
1.6 HYPOTHESIS 11
1.7 JUSTIFICATION OF THE STUDY 12
1.7.0 Significance to Practice 13
1.7.1 Significance to Residents (Practice Dimension) 13
1.7.2 Significance to Theory 13
1.7.3 Significance to Knowledge and Environment 13
1.8 ASSUMPTIONS OF THE STUDY 14
1.9 LIMITATIONS OF THE STUDY 14
1.10SCOPE OF THE STUDY 15
1.11 CHAPTER SUMMARY 15
1.12 Definition of Terms 16
CHAPTER 2 17
2.0 INTRODUCTION 17
2.1 RELEVANT THEORY OF SUBJECT MATTER 17
2.1.0 Urban Logistics and Optimization Theory 17
2.1.1 Geofencing Theory 18
2.1.2 Systems and Sustainability Theory 18
2.2 EMPIRICAL STUDIES 18
2.3 THEORATICAL LITERATURE 20
2.4 CHAPTER SUMMARY 21
2.4.0 Major Findings 21
2.4.1 Research Gaps 22
2.4.2 Notable Challenges 22

2.4.3 How My Research Addresses Some of the Challenges 22
2.5 Conclusion 23
CHAPTER 3 24
3.0 INTRODUCTION 24
3.1 RESEARCH DESIGN 24
3.1.1 SYSTEM DEVELOPMENT METHODOLOGY 24
3.1.2 Development Stages 25
3.1.2 FUNCTIONAL REQUIREMENTS 26
3.1.3 NON- FUNCTIONAL REQUIREMENTS 26
3.1.4 TOOLS USED 26
3.1.5DATA FLOW DIAGRAMS 27
3.1.6 USE CASE DIAGRAMS 29
3.3 POPULATION AND SAMPLE 31
3.4 RESEARCH INSTRUMENTS 31
3.5 EVALUATION METHODOLY AND PERFOMANCE METRICS 31
3.6 ANALYSIS PROCEDURES 31
CHAPTER 4 32
4 INTRODUCTION 32
4.1 SYSTEM IMPLEMENTATION RESULTS 32
4.1.1 User Authentication and Access Control 32
4.1.2 Supervisor Dashboard 34
4.1.3 Reports 35
4.1.4 Live GPS Tracking 38
4.1.5 Geofencing and Zone Monitoring 38
4.1.6 Resident Notification System 39
4.1.7 Shift Management Module 39
4.2 SYSTEM TESTING AND USABILITY EVALUATION 40
4.2.1 Results of Functional Verification 40
4.2.2 System Performance Evaluation Metrics 40
4.3 Simulation Analytics and Baseline Comparative Analysis 41
4.3.2 Analysis of Operational Variance 41
4.4 User Evaluation and Feedback 42
4.5 Statistical Analysis of Results 42

4.5.1 Accuracy 42
4.5.2 Precision and Reliability 42
4.5.3 Efficiency Improvements 42
4.6 STATISTICAL HYPOTHESIS VERIFICATION 42
4.5.4 F1 Score Assessment 42
4.7 Challenges Encountered And Mitigation Strategies 43
4.8 Summary of Findings 44
CHAPTER 5 : 45
CONCLUSIONS AND RECOMMENDATIONS 45
5.0 Introduction 45
5.1 Conclusion 45
5.2 Major Conclusions Drawn 45
5.4 Areas of Further Study 46
5.5 Chapter Summary 46
6 REFRENCES 47
APPENDIX ..... **Error! Bookmark not defined.**

CHAPTER 1

1 INTRODUCTION

Refuse collection is one of the biggest urban issues that have been magnified by urbanization and municipal limitations of resources (Kothai et al.,2024). In the city of Harare, refuse collection is greatly compromised due to poor route scheduling (Kwenda et al., 2022). This inability to effectively collect refuse has created situations of refuse accumulation and dumping, leading to the government of Zimbabwe declaring a state of emergency. By enabling real-time monitoring of vehicle movements and ensuring route compliance, these tools can reduce fuel consumption and eliminate the missed collection cycles currently plaguing residential areas (Alvarico et al., 2024)**.** Other global cities have successfully integrated ICT-driven logistics for waste transport; Zimbabwean municipalities have yet to adopt such innovations to stabilize their collection schedules.

This study examines the potential of geofencing as a tool for modernizing refuse collection operations within the City of Harare. By evaluating the impact of digital logistics on transport metrics, the research provides a framework for enhancing the reliability and accountability of waste pickup services . This research is essential for developing context-specific , technologically-driven solutions for resource-constrained municipal collection fleets

1.0 BACKGROUND OF THE STUDY

The global landscape of solid waste management is facing increasing pressure, with the World Bank (2022) projecting that waste generation will rise by 70% to 3.40 billion tonnes by 2050. While developed countries have adopted advanced waste management systems with automated routing and real-time monitoring, problems of missed household collection and the mess left by binmen has also been on the rise as reported by the local council chiefs . Sub-Saharan Africa is expected to be the fastest-growing waste-generating region, with cities such as Lagos, Nairobi, and Johannesburg struggling with inefficient collection systems, aging infrastructure, and limited data. In many cases, waste collection rates do not exceed 50%, resulting in illegal dumping and environmental degradation (UNEP, 2020).

In Zimbabwe, urban waste management has deteriorated significantly over the past two decades. Harare, once known as the “Sunshine City” for its cleanliness, now generates over 300, 000 tonnes of waste annually, with the capital contributing the largest share (EMA, 2021). Despite the Environmental Management Act (Chapter 202:27), which requires the local government to handle waste collection, economic constraints and infrastructure degradation have led to poor delivery of services. The sharp reduction in the number of collection vehicles from the required 60-80 to less than 20 working vehicles has largely been caused by problems of procurement, lack of fincial resources, and institutional deterioration. Due to the fast rate of degradation collection vehicles, waste collection has become irregular, thus causing residents not to know when to collect waste.

In history, refuse collection in Harare was characterized by inequalities due to uneven service provision during the colonial era. Presently, Harare produces over 1,000 tonnes of waste per day, with challenges posed by inadequate resources, lack of fuels, and an old system. The backlog in refuse collection ranges from one to several weeks in other cities such as Bulawayo, Mutare, and Chitungwiza. Litigations filed in the high court over failure to provide services are not unheard of (CivActs 2021). Waste production is currently growing at a higher rate compared to the municipal’s ability to manage. As a result, refuse disposal takes place via dumping and burning leading to the health concerns. Waste management is important for environmental protection, health, and economic stability. Globally, over 2 billion tonnes of waste are produced (Cardenas et al., 2024), with poor waste management leading to environmental destruction outbreak of diseases Despite GIS technology being acknowledged to improve refuse disposal, its use in Zimbabwe is minimal (Jerie, 2017).

The application of geospatial techniques, including GIS,GPS and remote sensing, is seen as a promising approach to overcoming the above-mentioned problems. Such geospatial techniques facilitate the optimization of waste collection by means effective routing, time savings, and cost reduction (Patil & Gidde, 2023). The geofencing technique, when virtual geographic barriers set off alerts automatically, is especially efficient. Real-time tracking of waste collection vehicles and sending proximity notifications to residents, geofencing helps ensure timely waste disposal and reduces missed pickups (Mangalure et al., 2023; Shaikh, 2024).

In Harare, failure to collect waste is common owing to poor coordination and communication. Trucks may avoid some areas due to time restriction while residents are unaware of the collection schedule. This problem is solved through geofencing whereby there is monitoring of truck movements and assurance that all scheduled areas have been served before the completion of routes. Additionally, geofencing creates an audit trail, thereby ensuring that there is accountability for the processes since the manual records are inaccurate. GIS-based route optimization ensures that waste collecting vehicles serve all desired points effectively without using too much fuel.

The problem of inadequate waste management facilitates is exacerbated by urbanization all over Africa. The majority of the cities still lack proper databases, effective technology, and standard methods that would make the task easy to perform. The old techniques which include set routes, scheduled time, and reactive communication system continue to be used and prove ineffective for the needs of the growing number of people. Unlike in developed nations, GPS, geofencing, and smart bins are rare.

Traditional collection methods in Harare involve planned paths, scheduling through paperwork, and minimal real-time monitoring. This results in missed pick-ups, wastage of fuel, pollution of the environment, and discontent among the citizens. Geofencing is an advanced solution that allows for real-time monitoring, better communication with the people, and route optimization.

1.1 PROBLEM STATEMENT

In spite of the responsibility to offer efficient refuse collection services, Harare City Council has been encountering various inefficiencies in terms of inefficient route planning, limited resources, inefficient fleet management, and irregularity in the schedules of collections. As a consequences, there have been several cases of uncontrolled refuse which, in turn, has led illegal disposal of the waste, blockages in drainage systems, environmental damage, and an increased risk of public health issues, especially in dense residential suburbs. Furthermore, the current lack of transparency and accountability on the part of the current refuse collection process has added to the cost operations in relation to the wastage of fuel, ineffective routing, and frequent break downs in vehicles. The failure of using any ICT tools in this respect makes the existing collection system operate at suboptimal levels, and hence the necessity of geofencing.

1.3 Aim of the Study

This study aims to design and evaluate a geofencing-based refuse collection optimization system to improve scheduling efficiency, resource utilization, and communication between residents and the City of Harare, in order to reduce missed refuse collections.

1.4 Research Objectives

1. To investigate the challenges affecting the efficiency and coordination of refuse collection operations in the City of Harare.
2. To design a geofencing-based refuse collection optimization system that enables fair scheduling, route monitoring, and real-time resident notifications during refuse collection operations.
3. To evaluate the performance of the proposed system in improving collection consistency, communication efficiency, and resource management compared to the existing refuse collection system.

1.5 Research Questions

1. What challenges affect the efficiency and coordination of refuse collection operations in the City of Harare?
2. How can a geofencing-based refuse collection optimization system be designed to enable fair scheduling, route monitoring, and real-time resident notifications during refuse collection operations?
3. To what extent can the proposed geofencing-based system improve collection consistency, communication, and resource utilization compared to the existing system?

1.6 HYPOTHESIS

H_0 (Null Hypothesis): The implementation of the system significantly improves collection consistency, communication, and resource utilization in refuse collection operations in the City of Harare.

H_1 (Alternative Hypothesis): The implementation of the system does not improve collection consistency, communication, and resource utilization in refuse collection operations in the City of Harare.

1.7 JUSTIFICATION OF THE STUDY

Although Smart Waste Management has attracted considerable scholarly attention, much of the literature remains skewed toward hardware-intensive solutions that are ill-suited for resource-constrained municipalities. Although innovate, they require considerable resources for installation, access to energy, and good ICT infrastructure. It would be too costly for urban centers such as Harare to fit IoT sensors in each bin as it comes at a hefty cost with many difficulties such as poor electricity provision and poor internet connection(Kwenda, 2021; Jerie,2017).

Furthermore, current research focuses more on innovations related to smart hardware rather than the software centric approach, which does not require any new hardware but utilizes existing assets. Numerous studies have been done on GPS technology, geospatial analysis, and geofencing in logistics and transportation industries (Patil and Gidde, 2023; Shaikh, 2024); however, little research is available on the use of GPS technology, geospatial analysis, and geofencing for municipal solid waste management, especially for African cities. Limited research exists on using route optimization and geofencing without having any new hardware, such as cell phones and GPS devices which are already in possession of most municipal vehicles (Mangalure et al., 2023; Sulemana et al., 2020). Therefore, there is a gap in literature on frugal innovations based on software solutions.

Another aspect that needs to be considered is the socio-technical aspect between municipal processes and resident information. While studies concentrate on efficiency, they ignore investigating whether real-time communication processes could increase residents' empowerment, reduce their uncertainty, and stop them from dumping illegally (Nkordeh et al., 2023; Borase et al., 2024). It is clear that the study at hand fills various knowledge gaps within literature. First, there is a need for research on low-cost software-oriented approaches for municipal waste management. Second, there is a gap in the area of geofencing and GPS optimizations for resource-limited municipalities. Finally, the area of resident communication systems is neglected by the larger field of Smart Cities.

1.7.0 Significance to Practice

Geofencing and GPS-based route optimization is a data-driven tool that is beneficial to the Harare City Council as it improves tracking of the movement of trucks and optimizes their fuel usage while at the same time increasing the accountability of the field teams through audit trails (EMA, 2021; ZimStat, 2022). Unlike the use of sensors, this technique requires minimal capital investment and can be integrated into existing municipal operations without extensive infrastructural overhaul.

1.7.1 Significance to Residents (Practice Dimension)

Enhanced communication and transparency are achieved. Residents will be assured as they will be alerted in real-time regarding the imminent arrival of the garbage trucks. The interactive nature of such systems enables community members to get actively involved in the waste management process.

1.7.2 Significance to Theory

The current paper makes a contribution to the academic debate on Smart City concepts by moving the focus from hardware-oriented models to frugal, software-driven approaches. The paper proves that geofencing and GPS optimization can be considered not just as logistical solutions, but also as socio-technical constructs involving both efficiency and citizens' participation in the system. This approach refutes some assumptions of the existing theory of Smart Waste Management (Aderoju et al., 2018; Shrivastava et al., 2015).

1.7.3 Significance to Knowledge and Environment

By limiting dumping and improving the reliability of collecting waste, the research adds value to the literature on "Frugal Innovation" for Smart Cities worldwide. In doing so, it demonstrates how inexpensive and software-driven innovations are capable of connecting sophisticated technology models to urgent requirements for growth in emerging towns. It thereby broadens discussions regarding sustainable urban governance by suggesting that

innovations do not have to come at great costs but can rather be generated through innovative use of existing digital technologies (Cardenas et al., 2024; ICLEI Africa, 2025; ACCP, 2025).

1.8 ASSUMPTIONS OF THE STUDY

- Technological Infrastructure - It is assumed that GPS ,geofencing and ICT endpoints will maintain consistent uptime and that cellular network coverage in Harare is sufficient for real data transmission .
- Data Integrity – The study assumes that automated logs for route completion, fuel consumption, and timestamps are accurate and have not been tampered with or influenced by manual errors
- Human Factors – It is assumed that vehicle operators will follow the optimized routes provided by the system .
- Representativeness- The study assumes that the selected pilot period and specific routes are representative of the Harare City council's broader
- Generalizability – The study assumed that the operational conditions within Harare are sufficiently similar to other Zimbabwean municipalities to allow for scaling or replication of the findings

1.9 LIMITATIONS OF THE STUDY

- The researcher cannot fully control for driver non- compliance or intentional deviations from the optimized routes provided by the system.
- Data collection is dependent on third party internet services like Econet and GPS satellite accuracy , which may experience unpredictable downtime.
- External Variables such as severe weather , sudden fuel shortages , and unmapped road constructions may affect the key performance metrics .
- The study is limited to the specific geographic and infrastructural context of Harare , which may affect the generalizability of the findings to smaller municipalities
- The aging state of the refuse fleet poses a risk of frequent mechanical breakdowns that could disrupt consistent data gathering

1.10SCOPE OF THE STUDY

- **Geographical Scope –** The study will be limited to the Harare Metropolitan area..
- **Operational Focus –** The study concentrates only on the optimization of transport logistics and route management for solid waste, specifically targeting the planning, monitoring, and execution of collection activities
- **Technological Boundary –** The research is limited to the design and evaluation of a geofencing-enabled system utilizing GIS-based mapping, real-time notification, and digital scheduling
- **Exclusion of Alternative Technologies –** The study does not investigate sensor –based monitoring (Smart Bins), focusing instead on geofence-triggered logistics rather than container fill level.
- **Administrative and Policy Constraints –** The research excludes broader financial, political, or legislative considerations of the Harare City Council, focusing strictly on the technical and operational efficiency
- **Platform accessibility –** The evaluation is limited to the functionality and performance of web-based and mobile accessible platforms designed for use by municipal staff and local residents

1.11 CHAPTER SUMMARY

This chapter introduces the geofencing system as a solution for optimizing refuse collection in Harare through the analysis of solid waste management in urban areas. Rapid urbanization and the associated challenges with inadequate infrastructure in the developing world, especially in countries like Zimbabwe that suffer from poor city governance and insufficient municipal resources, have made solid waste management an increasingly difficult task in recent years. Inadequate waste disposal services in the Harare metropolitan area have contributed to the city becoming one of the worst in terms of environmental degradation, pollution, and illegal dumping, causing the city residents to express their frustration with the council's inefficiency. The chapter highlights geofencing as well as other geographic information systems and mobile/web based technologies as affordable yet efficient ways of improving refuse collection using advanced

software programs and mobile devices. This chapter sets out to explain the study's aims, which have been outlined as research objectives, questions, and hypotheses.

1.12 Definition of Terms

- SWM(Solid Garbage Management): The complete management process from the creation, collection, transportation, and the processing to the disposal of municipal solid Garbage.
- Refuse – Solid waste materials, except for human excreta, collected by municipal authorities for disposal
- GIS(Geographic Information System.): A technological tool that captures, manages, analyzes, and stores geographically routing and spatial analysis.
- Geofencing: The utilization of GPS and RFID technologies for the virtual demarcation of geographic area . In the system, geofencing will trigger a service notification once the collection vehicle enters or leaves the defined geographical area og the collection route
- VRP(Vehicle Routing Problem): A computational problem dealing with the optimization of routes for serving the needs of dispersed customers through a fleet of vehicles.
- KPIs(Key Performance Indicators): Measurable factors used in the assessment of garbage collection operations including completion time of route, fuel consumption per ton of refuse collected.
- Route Optimization: The usage of algorithms to optimize garbage collection routes based on the minimization of distance covered and time taken

CHAPTER 2

2.0 INTRODUCTION

Efficient refuse collection is arguably one of the most difficult issues facing urban administration today, especially in fast-growing developing nations. The inability of refuse collection services, increasing cost of refuse management, and lack of effective mechanisms for monitoring refuse management and erosion of public confidence in urban administration (Harman and Debridge, 2025). As a result, more attention has been paid to ICT solutions such as geofencing, GIS, and IoT technologies in improving refuse collection.

Given all that, the current study aims at being part of the bugger discourse concerning innovations in municipal and logistics optimization. The literature review will cover several topics, such as empirical and theoretical insights related to optimizing refuse collection. Among the issues under scrutiny, there will be a discussion of refuse collection optimization both globally and regionally, as well as locally, using the power of ICT. By integrating these perspectives, the chapter establishes the foundation for investigating how Harare City Council can adopt geofencing to enhance efficiency, transparency, and sustainability in its refuse collection system.

2.1 RELEVANT THEORY OF SUBJECT MATTER

2.1.0 Urban Logistics and Optimization Theory

Urban logistics and optimization theories emphasize the effective transport and management of services, resources, and waste in urban areas to minimize operational costs and increase efficiency. For instance, refuse collection can be classified under urban logistics as transport and movement of materials within an urban area to improve efficiency in waste collection processes. Among the major models in refuse collection optimization is the Vehicle Routing Problem(VRP), whose core idea is to optimize routes to refuse collection in urban areas in order to minimize collection time and distances traveled by vehicles (Yadav & Karmakar, 2019). Studies in recent years indicate that dynamically changing routes are a more efficient operation than maintaining static routes as far as collection goes(Alshaikh & Abdelfatah, 2024).

2.1.1 Geofencing Theory

The process of creating virtual perimeters using Geographic Information Systems (GIS) and Global Positioning Systems (GPS) to monitor and manage assets within specific geographic zones is known as geofencing (Sinha et al., 2023) . In the context of refuse collection, municipalities leverage this technology to restrict collection trucks to defined service zones, thereby enhancing operational accountability (Herrera-Grenda et al.,2024). Moreover, it is possible to configure geofencing technology to automatically send rea-time notifications in case of deviation from the pre-scheduled route of the waste collection truck. The application of geofencing is essential when it comes to embedding ICT in city activities since it creates a solid basis for that

2.1.2 Systems and Sustainability Theory

The process of refuse collection should be analyzed using the perspective of systems theory where it should be viewed as an integral part of a larger urban ecosystem comparising of infrastructure, human resource management, and ICT(Chifari et al.,2020). The perspective of sustainability theory focuses on environmental sustainability by emphasizing efficient routing, reduced fuel use, and minimization of idling times(Mojtahedi et al., 2021).

2.2 EMPIRICAL STUDIES

There are empirical research studies suggesting that optimizing waste collection through technological means is efficient. For example, when Abdallah et al. (2022) conducted an empirical study on dynamic planning of routes for waste collection through simulation, the importance of using real-time information in optimizing the process was identified. Routing algorithms were applied in the research which would come up with new routes according to the amount of waste in the bins and the state of the traffic on the streets. In their study, it was discovered that by using dynamic route planning, the use of fuel could be reduced by 15% to 20% when compared to static route planning processes. ICT is thus shown to be efficient when employed in waste collection in minimizing cost and environmental degradation. This study is very relevant to Harare City Council because of its lack of fuel and poor refuse collection scheduling system.

More examples showing the effectiveness of geospatial technologies in improving refuse management are provided by Gowda and Nirajan (2022), who focused on assessing how applying

GIS contributes to the optimization of garbage collection in Mysore, India. According to the results obtained, GIS mapping and analysis facilitate the choice of the best possible routes, avoiding overlaps of service areas, and reducing the overall distance to travel. Identification of the areas where most garbage is produced and coordinating pick-up schedules according to actual needs allowed detecting several ways of enhancing the efficiency and sustainability of the refuse collection process. This case is highly applicable to Harare, as inefficient routing and duplication of service areas negatively impact the cost of the process. In such conditions, introduction of a GIS-based geofencing system for refuse collection in Harare would enable setting borders between wards, following the planned route, and eliminating unnecessary actions. As shown in the discussed research, optimizing refuse collection not only helps save time and financial resources but also positively impacts the environment and climate change issues (Gowada & Niranjan, 2022).

The empirical study of Addass, Khan and Naseer (2024) aimed at proving the efficiency of innovations in the process of refuse collection. The experiment took place in Lahore, Pakistan, where an IoT technology equipped with ultrasonic sensors to measure bins' fullness was used. Besides, LoRaWAN was introduced to collect data about the fullness of bins in real time, and the technology of clouds was employed for routing. With the help of such an innovative approach, it became possible to schedule refuse collection more effectively, avoid extra trips and ensure accountability. In addition, according to the findings of the study, IoT-enabled refuse collection is accompanied by improved logistics efficiency and sustainability of the environment due to lower emission rates and increased recycling opportunities. The findings of this study can be considered especially valuable for Harare, as refuse collection is associated there with statistic routing and lack of real-time information about the situation. With the help of such innovations, the city will be able to move from statistic refuse collection to efficient and eco-friendly refuse collection.

A further demonstration of the practicability of smart waste management systems in areas with limited resources is provided by empirical research conducted in African cities. In their study conducted in Dar es Salaam, Tanzania, Pellatt and Palfreman (2023) have illustrated how ICT-based monitoring and geospatial technologies could be used for better urban cleanliness. According to Pellatt and Palfreman (2023), the integration of geospatial technology into waste collection services improved route planning, decreased illegal dumping, and increased efficiency

in service delivery; as a result, there was an improvement in citizen satisfaction (Pellatt and Palfreman, 2023). The case study is especially relevant for the current situation in Harare, as many similar problems exist, including issues associated with rapid urbanization and informal settlements.

Further reinforcing the importance of implementing technology-based waste management systems in Zimbabwe is the local empirical evidence. Amato et al. (2024) conducted research on solid waste management practices in the high density suburbs using Amaveni suburb in Kwekwe City as a case study. The research showed that open dumping and open burning are the major methods of solid waste management which have led to health-related problems like cholera and malaria infections and environmental problems like pollution of air and water (Amato et al., 2024).

2.3 THEORATICAL LITERATURE

Presented in the current theoretical literature, there is an optimization method concerning routing and tracking that should be viewed as multi-dimensional problems. In particular, Zhou et al. (2022) provided a multi-objective Vehicle Routing Problem (VRP) in order to address the problem of waste classification and collection in Shanghai and take into account the sustainability factor. The theoretical perspective includes the recognition of VRP as a complex issue that refers not only to logistics but also to financial, temporal, environmental, and quality aspects. The suggested theoretical approach may prove useful in solving the selected case study because refuse collection inefficiency might affect not only finances but also the environment within the community under discussion. Based on the suggested theoretical frameworks related to VRP, Harare City Council may implement its route designing through geofencing.

Alongside such a perspective, Hess et al. (2024) offered a detailed overview of the theoretical background related to waste collection route problems and optimization techniques. The classification is made according to whether the routing model is static, dynamic, or stochastic and demonstrates strengths and weaknesses associated with each particular method. According to the authors, the use of static routing models becomes irrelevant for cities where the waste production rate varies and traffic cannot be predicted. It is mentioned that information and communication technologies play an essential role when it comes to dynamic routing. With regards to Harare, the theoretical background shows that it is important to abandon the rigid schedule-based refuse

collection model in favor of more flexible options enabled by ICTs. Geofencing allows implementing these theoretical models by making sure that the most effective routes are used.

It should be pointed out that the importance of ICT in waste management from a strategic point of view for municipal authorities is provided in the theoretical framework proposed by Singh (2022). The theoretical framework of the analysis of the use of ICT in relation to various performance measures is provided in the work of Singh (2022). It is necessary to emphasize that the evaluation of the importance of the use of ICT cannot be performed exclusively in relation to the use of ICT itself but also to the results achieved using it and its sustainability. Among such measures can be mentioned the coverage of the area by services, efficiency, environmental performance, and customer satisfaction.

Theoretical perspective oriented towards sustainability adds more depth to the issue of refuse collection optimization. As far as the case under discussion is concerned, the theoretical perspective suggests the need to take into account sustainability aspects when implementing refuse collection optimization initiatives. Technologies such as geofencing and information and communication technologies can be used to cut down on fuel use and minimize carbon footprint (Bedi et al., 2026) (Xu, 2025)

2.4 CHAPTER SUMMARY

2.4.0 Major Findings

1. The municipal solid waste collection is ineffective because of fixed routes
2. The GIS optimization minimizes overlapping services areas and reduces distances traveled.
3. Results of researches on African prove the use of ICT can increase accountability despite some difficulties
4. Researches on Zimbabwe demonstrates on Zimbabwe demonstrate irregular coolection and low institutional capacity
5. The theory of VRP is used as theoretical framework for optimizing.
6. The geofencing increases spatial accountability and control
7. The ICT model highlights the issue of transparency and citizen satisfaction
8. The Sustainability Theory is linked to the problem of waste management.

2.4.1 Research Gaps

1. Not enough evidence of ICT-based waste management in Zimbabwe
2. The domestic literature considers the problem only in a descriptive way without any models of optimization
3. The assumptions of the domestic frameworks are wrong; Zimbabwe does not have sufficient institutional capacity in this case.
4. The application of geofencing for accountability issues is not properly researched.
5. No information concerning the implementation of the concept of geofencing together with dynamic routing and IoT in Zimbabwe.
6. No local models designed for capital of Zimbabwe.

2.4.2 Notable Challenges

1. The regularity of refuse collection very poor.
2. High fuel consumption and overlap of the route
3. Bad accountability system
4. Inefficient of institutions and technologies
5. Emissions- an environmental problem
6. Landfilling garbage in suburbs
7. Unsatisfied citizens

2.4.3 How My Research Addresses Some of the Challenges

1. Uses geofencing to ensure spatial accountability.

2. Uses dynamic routing based on bin data obtained in real time.

3. Employs GIS maps to minimize overlapping service coverage areas.

4. Offers ICT contextualization based on Harare's needs.

5. Ensures optimization in line with sustainability considerations.

6. Enhances governance using ICT monitoring.

7. Suggests community involvement in reducing illegal dumping.

2.5 Conclusion

Based on the findings from the literature review above, it is evident that although ICT-based waste management techniques have been quite successful internationally, there is still little done within Zimbabwe. The inefficiencies, lack of accountability, and poor waste management by the city councils within the country, such as the Harare City Council, still persist. The present study will help Harare overcome these challenges through ICT-based optimization techniques.

CHAPTER 3

3.0 INTRODUCTION

This chapter highlights the methodology adopted for the development of the Geofencing-based Collection Optimization System for the Harare City Council. This methodology includes the details regarding the research design, system design, requirements identification, system architecture, data flow, use case diagrams, data collection techniques, analysis processes, and ethics. The methodology adopted is essential since it guides the achievement of the research objectives set in Chapter One through analysis of inefficiencies in the refuse collection model of Harare, designing a geofencing enabled optimization system, and evaluation of the system efficiency.

3.1 RESEARCH DESIGN

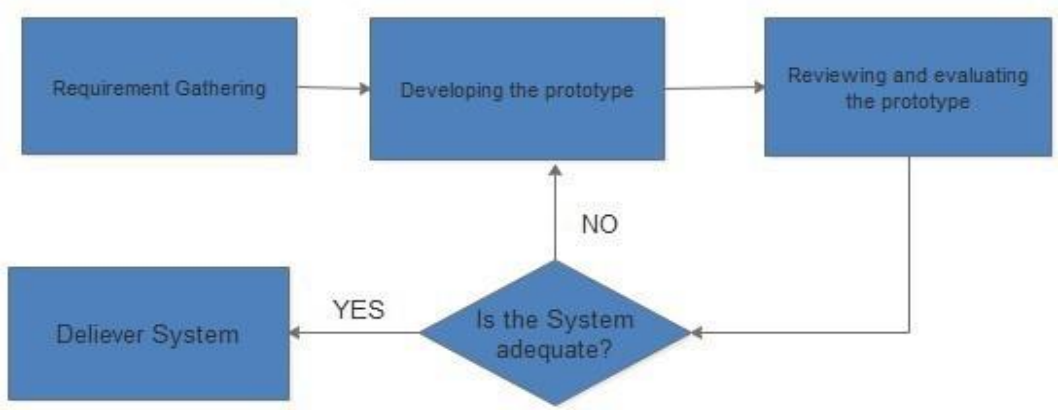
Research design, therefore, can be said to be the methodical approach to assembling all components of the research process, in order to make solving the research problem easier. Design of research is utilized to ensure effective data collection, measuring, and analyzing of the data collected in order to meet the objectives of the research project. For this particular study, a case study experiment design will be utilized, and the units of analysis will include the Harare City Council. Case study experimental design is chosen because of the problem statement involved, which seeks to determine the efficiency of the geofencing technology in optimizing refuse collection. Therefore, it entails developing a prototype, followed by its evaluation in practice. The test of the prototype will be done using simulations, together with the observations made about how the vehicles move around, which will allow the researcher to determine the efficiencies, reliability, and accountability of this approach.

3.1.1 SYSTEM DEVELOPMENT METHODOLOGY

This combination of procedures that is utilized for research purposes represents a system development methodology. Software development methodology consists of separate stages that help develop the system and evaluate the outcomes of design and implementation (Ponto, 2021). The selected methodology for this research is Agile. It is characterized by iteration and increment, meaning that the final solution becomes better after the process goes forward. In general, Agile methodology includes cooperation between different specialists, early provision of some functions and further improvement of these features. Therefore, the use of such methodology is optimal in this case because there should be a number of testing and modifications of geofencing rules, GPS tracking and notifications' algorithm.

During the development of the system, short sprints were used as separate working stages. During the first sprint, the GPS tracker with Firebase integration was designed. Other elements included in the system were designed separately during other sprints. Geofence logic was added using PostGIS. Next.js and Mapbox helped visualize the dashboard and provided mobile/web

notifications to the residents of the apartment block. Each sprint ended up with tests and



improvements based on feedback and observation data.data.

Figure 1: Evolutionary prototyping

Steps for Prototyping

3.1.2 Development Stages

Requirements Gathering

During the early phase of the agile process, all essential requirements regarding the prototyping were determined. The lack of any formal dataset provided by Harare City Council made it necessary to define the requirements from observation and through knowledge about the problems in refuse collection. Both functional and non-functional requirements were determined based on GPS tracking, geofencing, residence notification, and visualization through dashboard.

Developing The Initial Prototype

Following the requirements analysis, the first prototype was created with the inclusion of some functionalities such as GPS tracking of vehicles, identification of entry and exit from a restricted zone, and messaging to the occupants. These constituted a preliminary form of the ultimate application, but the latter had much more functionality.

Reviewing and Evaluating Prototype

The prototype was tested using certain sites like Borrowdale and Harare CBD through observation of vehicular traffic and simulation of data. The feedback was obtained from informal consultations between the researcher and the community members. It was an important step in determining deficiencies in notification accuracy, dashboard functionality, and geofencing sensitivity.

Revising and enhancing the prototype

The prototype was constantly refined after the analysis phase. The changes made included improving the geofence parameters, integrating the dashboard with more Mapbox layers, and improving real-time data management using Firebase. This process went on until all the requirements for reliability, usability, and accountability were fulfilled. The final prototype was subsequently tested on scenarios encountered to address inefficiencies in the refuse collection system of Harare.

3.1.2 FUNCTIONAL REQUIREMENTS

The system must:

- Track refuse collection vehicles in real time.
- Trigger geofence alerts when trucks enter/exit zones.
- Notify residents via mobile/web applications.
- Provide a dashboard for fleet managers.
- Store operational data (routes, alerts, missed pickups).

3.1.3 NON- FUNCTIONAL REQUIREMENTS

- Reliability and accuracy of alerts.
- Scalability to multiple vehicles/zones.
- Usability for staff and residents.
- Security (authentication, data protection).
- Performance (low latency in notifications)

3.1.4 TOOLS USED

The development of the Geofencing-based Refuse Collection Optimization System entailed the integration of innovative technology components capable of dealing with spatial data, live tracking capabilities, and interaction with users.

Backend / Data Layer

• PostgreSQL+PostGIS: Used for the storage of relational as well as spatial data such as zones, suburbs, depots, and vehicle routes. PostGIS was used to conduct queries involving spatial data and the verification of geofence boundaries.

Live Tracking and Authentication

• Firebase Firestore: Used for the management of real-time state data such as GPS data, vehicle status, and load data.

• Firebase Authentication: Allowed the secure login of supervisors, drivers, and residents.

Frontend (Dashboard)

- Next.js (App Router): Implemented the web-based dashboard and API layer.
- React + Tailwind CSS: Built a clean, modern interface with tables, forms, and modals.
- Lucide Icons: Used for intuitive UI elements such as search, edit, and view functions.

Mapping & GIS

- Mapbox + react-map-gl(v8): This is where we created maps using base maps and geofencing zones for the web application.
- GeoJSON Layers: Suburbs, depots, and routes were displayed in GeoJSON layers.

Mobile Integration

• Android app: This was utilized by both the drivers and fuel attendants to collect GPS information and their operational status in real time.

Hardware requirements

- Ram 8GB or more
- Processor 2.60 GHz 2.59 GHz

3.1.5DATA FLOW DIAGRAMS

Level 0 of the Refuse Operations System by Chenesa includes the following elements: the system itself, as an overall process, interacting with three outside users who include the Supervisor, Driver, and Fuel Attendant. The former engages in activities such as registering vehicles, changing their maintenance status, and getting data from a live feed. In response, the company sends fleet data that is saved in PostGIS, vehicle status answers, live feed data from Firestore, and fuel reports. Meanwhile, the driver logs in, ends and starts his workday, and sends GPS coordinates. He should get an authentication answer, personal details, and vehicle status in return. Finally, the fuel attendant sends his fuel activity report after logging into the system, and gets confirmation of successful submission.

The context diagram presented above aims to highlight the importance of the platform being a central part of city refuse operations thanks to structured information collected in PostGIS and Firestore.

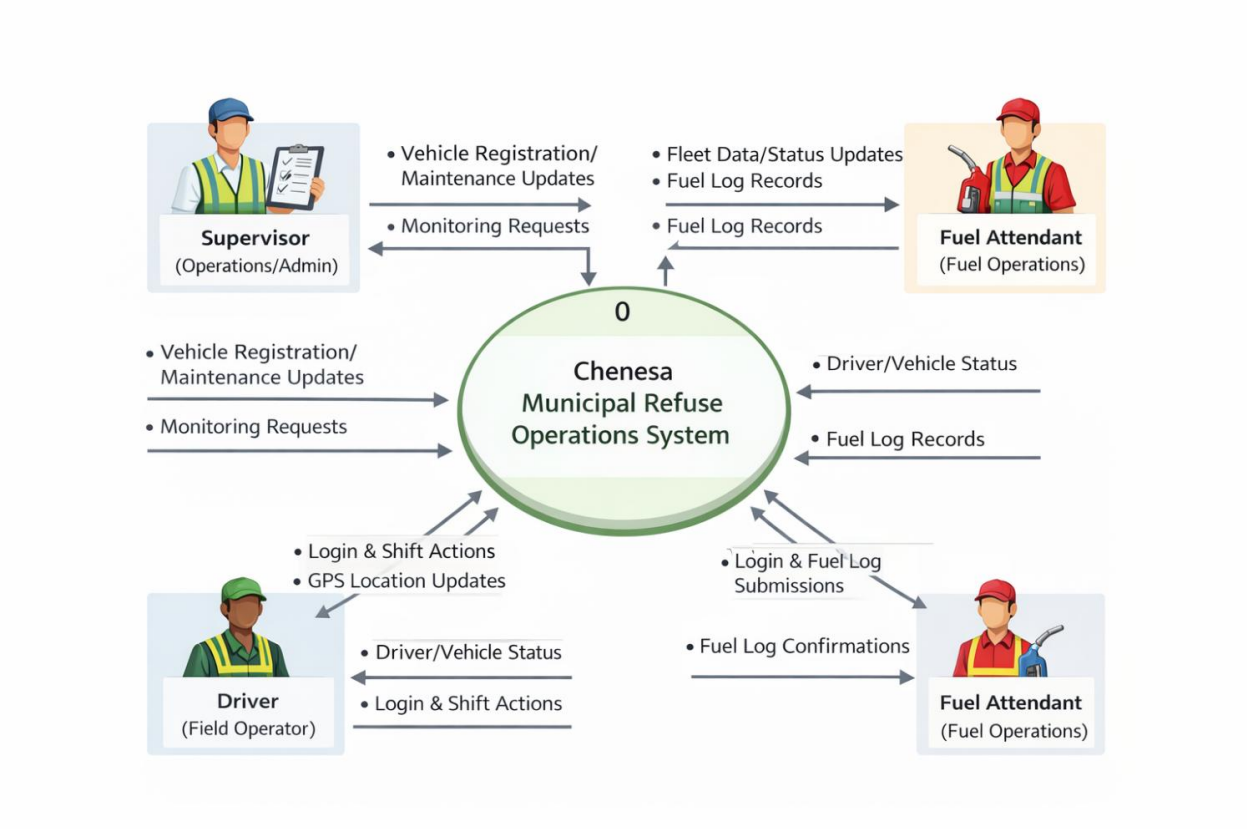


Fig 1 : Level 0 Data Flow Diagram

DFD Level 1 (Main Processes)

The Level 1 DFD of the system depicts the major operations in the business process in relation to the two major databases namely, the PostGIS Fleet Database (D1) and the Firestore Realtime Database (D2). The external agents involved in the process include the Supervisor, Driver, and the Fuel Attendant whose roles relate to the corresponding processes. The first process, user authentication and role routing (P1), involves authenticating users' credentials through Firebase Auth then routing them based on their roles and reading their profiles from Firestore. The fleet management process (P2) enables supervisors to modify records of the vehicles in the PostGIS database which updates in the Firestore database to indicate its operational status.

Shift management process (P3) allows drivers to initiate or terminate their shifts, thereby updating their status in the Firestore database. The GPS tracking and live updates process (P4) entails the continuous recording of driver's coordinates using his/her smartphone and updating them in the

Firestore database. Lastly, fuel logging (P5) involves submitting fuel transaction records by the fuel attendant. Each process is highly connected to the data stores relevant to it. For instance, stable information is contained in PostGIS and live information in Firestore.

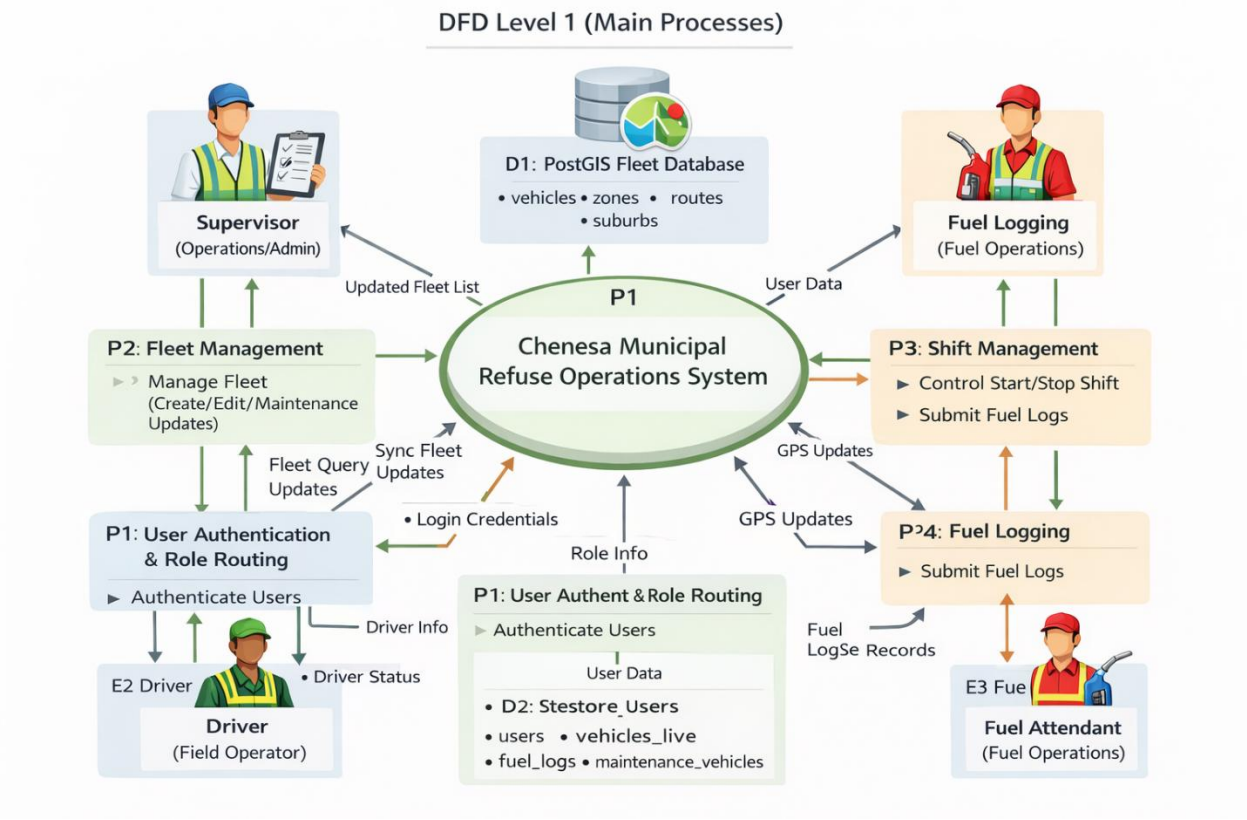


Fig 2 : DFD Main processes

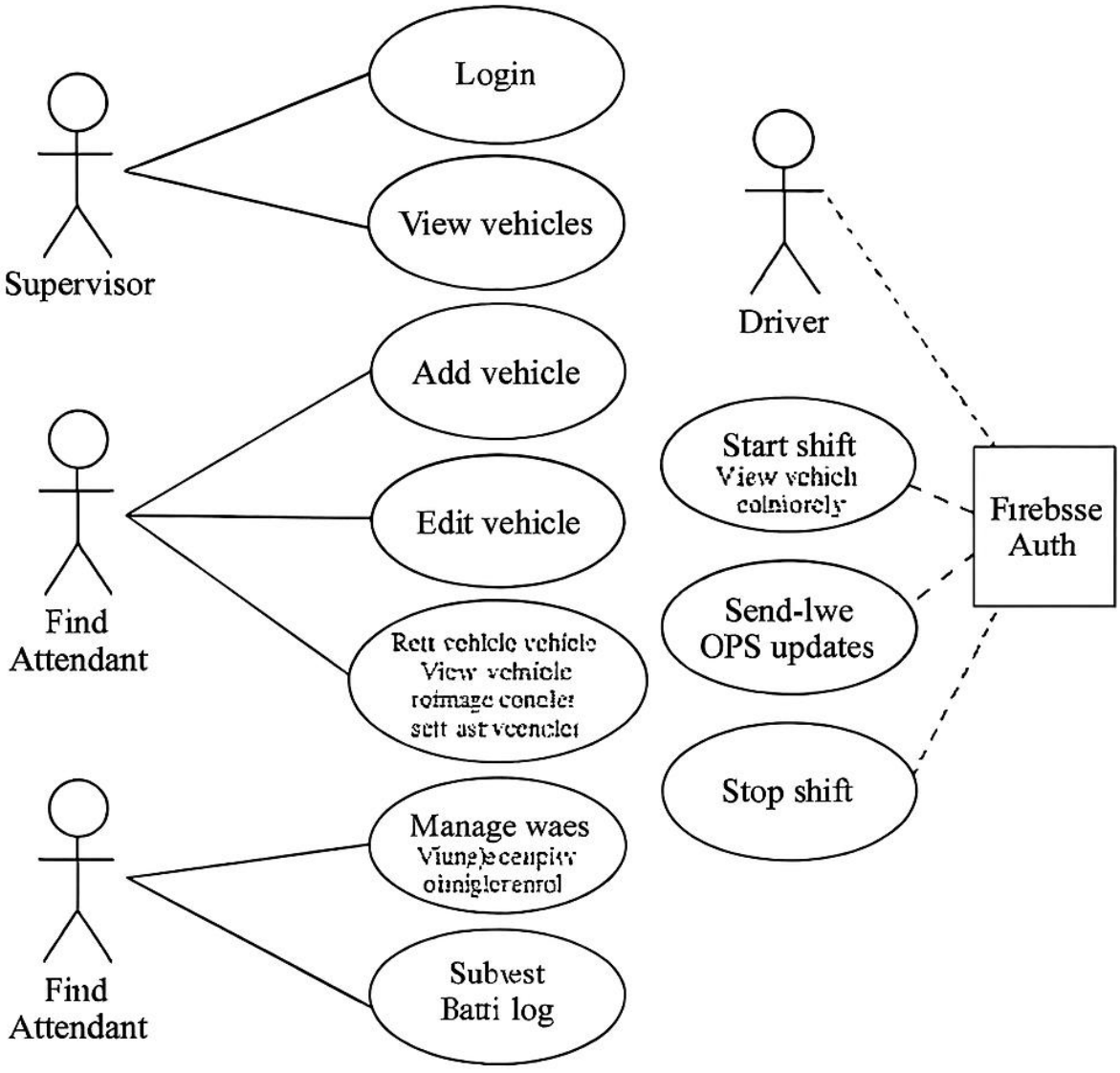
3.1.6 USE CASE DIAGRAMS

Actors

- **Supervisor**: Performs administrative and operational functions like login, vehicle operations (add, edit, and set status), tracking live trucks, and managing users.
- **Driver**: Logs in, views assigned vehicle, starts/stops shifts, navigates via the map, and sends live GPS updates.
- **Fuel Attendant**: Logs in, submits fuel logs, and views confirmation of submissions.
- **Firebase Auth**: Supports login authentication for all actors.

Use Cases (System Functions)

- **Supervisor**: Login, View Vehicles, Add Vehicle, Edit Vehicle, Set Vehicle Status, Monitor Live Trucks, Manage Users.
- **Driver**: Login, See Driver Name + Assigned Vehicle, Start Shift, View Map, Send GPS Updates, Stop Shift.
- **Fuel Attendant**: Login, Submit Fuel Log, View Confirmation.
- **Firebase Auth**: Linked to all login use cases, ensuring secure authentication.



Use Case Diagram

3.3 POPULATION AND SAMPLE

The selection of the sample population in this study involved observations made during the process of refuse collection in the target city council area. Given the inability to use the geospatially mapped information provided by the city council, most of the data used was sourced through observation and mapping. It is important to note that the city council does not provide any geospatially mapped information, while Google Maps for Zimbabwe does not provide any clearly demarcated municipal zones. In order to facilitate geofencing and mapping of the area of operation, service areas such as suburbs had to be mapped manually.

3.4 RESEARCH INSTRUMENTS

A special monitoring system was developed to help collect necessary operational data as well as geospatial data concerning refuse collection within the municipality. The lack of available official data has made the monitoring system use observation as a source of information, manual mapping of the zones covered by the refuse collectors, and working together with Google Maps to show the route of services provided without having defined municipality borders. The Refuse Collection platform has been used as the primary research tool consisting of the supervisor tool, the Android app that was supposed to be used in the field, and two databases which are PostGIS and Firestore.

3.5 EVALUATION METHODOLY AND PERFOMANCE METRICS

In order to assess the performance of the system in regard to efficiencies use of resources and consistency, the system measures the three important KPIs:

- Time – this metric is automatically calculated using time stamped differences between the start of driver's shift and the exit of a vehicle from the final geofenced router.
- Fuel consumption- This metric is determined by cross-referencing consumption figures reported by Fuel attendant process with the simulated weight measurement records for each individual vehicle trip.
- Missed collection count – This metric is measured by logging cases where the vehicle's GPS track ignores geofenced perimeter definitions entirely.

3.6 ANALYSIS PROCEDURES

The data generated using the Firebase Firestore logs shall be exported to the quantitative analysis tool to enable the testing of the alternative hypothesis. The purpose of the analysis shall be geared toward the evaluation of the effectivenss of the proposed optimized tracking and routing solution by analyzing differences in operational performance before and after its implementation. The paired samples test statistical test shall be performed on the mean score of the three essential performance metrics which are route completion time, fuel consumption rate, and the number of missed collections, based on both the traditional waste collection approach and the proposed optimization solution.

CHAPTER 4

4 INTRODUCTION

This chapter presents the findings from the implementation and evaluation of the proposed geofencing-based system for fair scheduling and refuse collection under resource constraints locally referred to as Chenesa municipal system. Designed as a technology-based solution to address challenges facing the Harare City Council due to extreme resource limitation, Chenesa automates the process of scheduling using geospatial tracking technology. To effectively analyze and test the performance of Chenesa, an operational simulation of the system was carried out. The simulation involved tracking the telemetry data associated with the trucks on set routes. As per evaluation procedure outlined below, analysis of the performance of Chenesa is done based on four main indicators which are operational functionality, evaluation performance through simulations, user acceptability and socio-technical aspects, and statistical evaluation of the hypotheses stated at the outset of the study

4.1 SYSTEM IMPLEMENTATION RESULTS

The Chenesa Waste Collection Optimization System has been implemented successfully with help of reliable open-source stack that is optimized for maximizing data interchange speed as well as minimizing cost for municipal authorities The data storage if facilitated by using PostgreSQL and its spatial extensions provided by PostGIS to enable complex geospatial operations such as polygon intersection test and projection transformation. Firebase Fire-store and Firebase Authentication have been employed to facilitate real-time data synchronization and stream live telemetry to management systems with minimum latency. A react-based administration portal is used which is designed using Next.js with Tailwind CSS to build a single-page application interface.

4.1.1 User Authentication and Access Control

Authentication is performed via Firebase Authentication, whereby encrypted token-based sessions protect against unapproved system access. To maintain tight integrity controls and accountability with the application Role-Based Access Control (RBAC) is used to limit access appropriately.

There are clearly delineated administrative operational rules for users that limit software access and manipulation to their appropriate domain

- Supervisor Interface – Allows the administrator access control features to perfom tasks such as managing users, assigning particular collection vehicles to particular operators, defining geographic routing corridors, and producing analytics reports on efficiency.
- Driver Terminal: A mobile-friendly interface to be installed on Android phones with limited battery power , which are used within control vehicles. The module restricts users' actions strictly to performing tasks related to their job description such as starting/ending shifts, receiving directions to particular routes and sending telemetry data from GPS sensors to the main database
- Fuel Attendant module- A simple ledger interface that allows authenticating fuel dispensing, entering volumetric fuel inputs per particular vehicle, registering the total mileage



Fig 0: Mobile Android Login Page

Below is a designated login dashboard for the supervisor login page

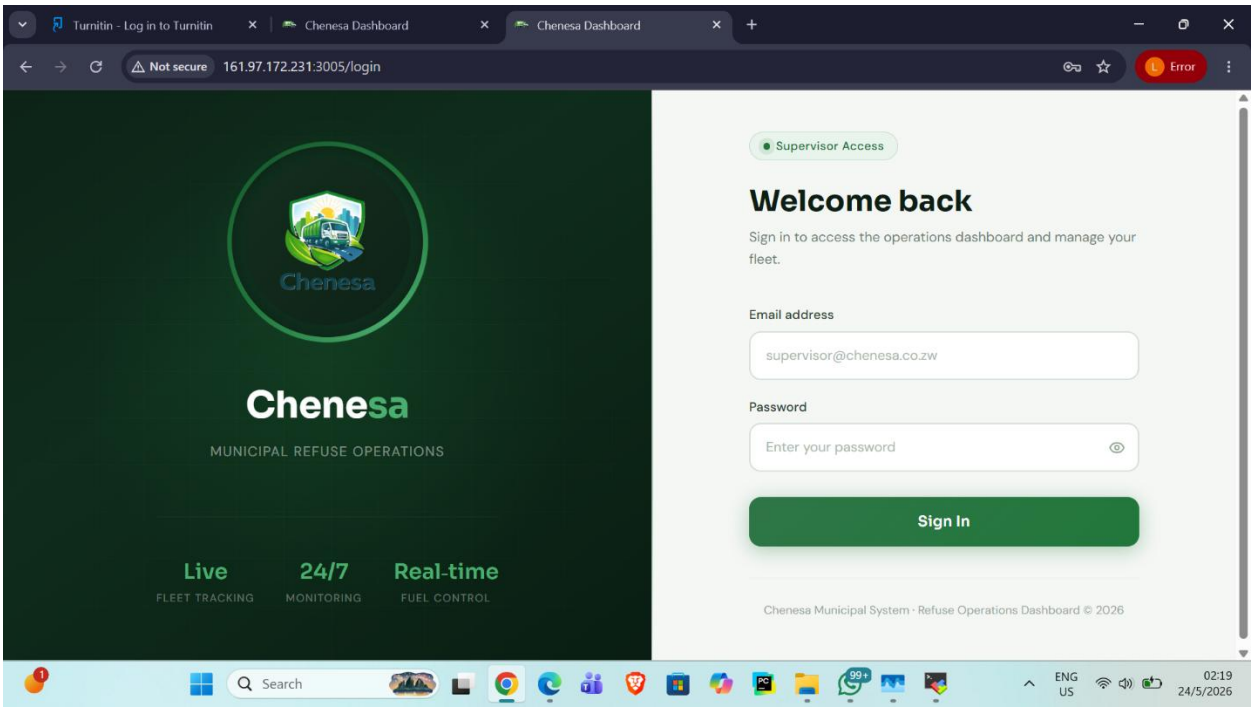


Fig 1 : supervisor login page

4.1.2 Supervisor Dashboard

The Supervisor Dashboard is the hub of all activities in the waste management system with complicated data flow processes translated into managerial decisions. The main interface of the supervisor's dashboard displays the present condition of the process by gathering telematics data such as the number of vehicles currently engaged in the activity, the amount of fuel used so far, and the current status of all geofence zones; that is, the number of total zones created, collected, and not collected.

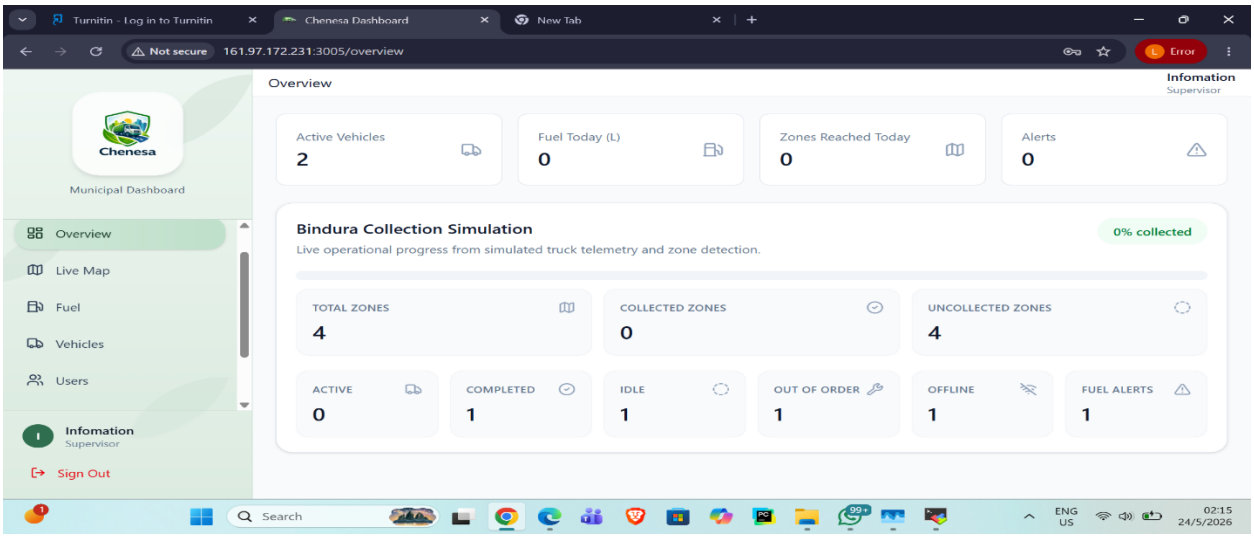


Fig 2: Chenesa Overview

Account Settings

Administrative settings interface of the Chenesa Municipal Dashboard, demonstrating Role-Based Access Control via the active Supervisor profile configuration

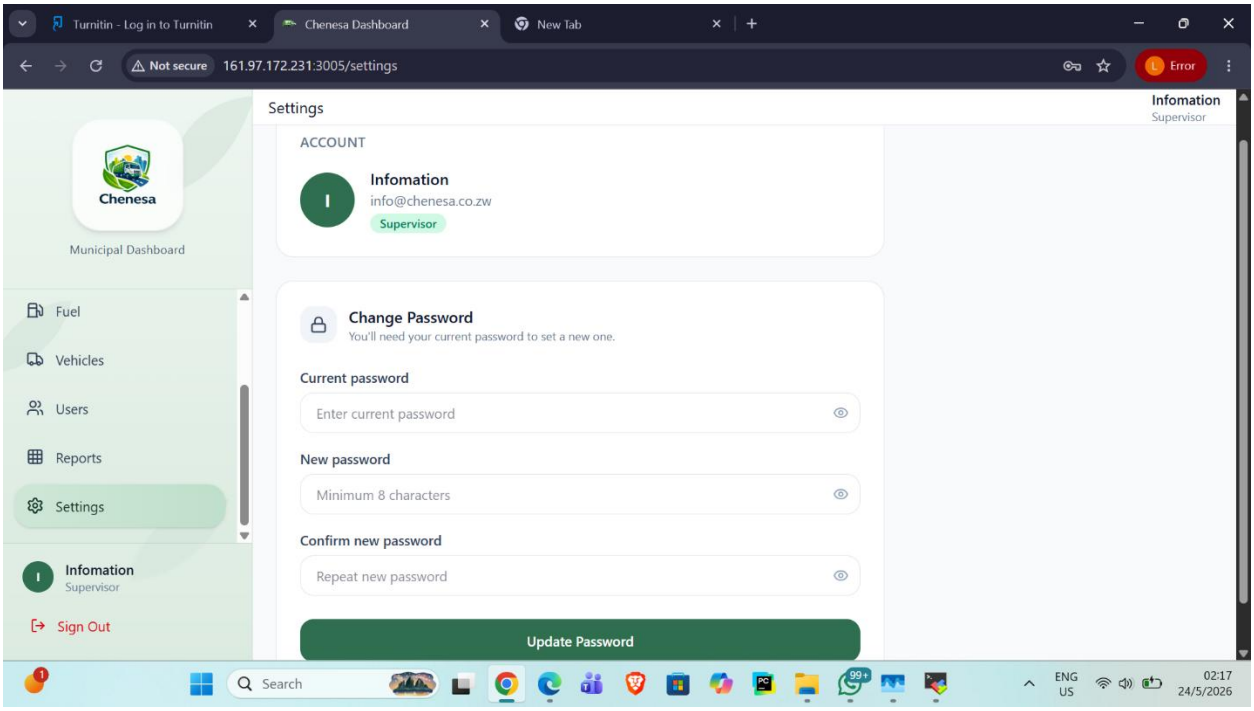


Fig 3 account settings

4.1.3 Reports

The reporting feature has been segregated into four analytical sub-modules to avoid any overlapping in visualizing data types :

- Shift Summary- This keeps track of past and ongoing driver shift information, including information on vehicle identification, timestamped activation of shifts, total duration of the trip, total coverage area, and status
- Geofenced Zone Coverage – It include the geographical analysis for different cities, tracking intersection of zones, and logging non-intersection zones within a selected range of past dates
- Fuel Consumption Tracking- This is another analytical module that records the actual fuel distribution by correlating it with distance covered.
- Offline and Missed Incidents – This is a smart reporting tool that identifies all critical incidents like offline operation of vehicles and route deviation exceeding 15 minutes continously

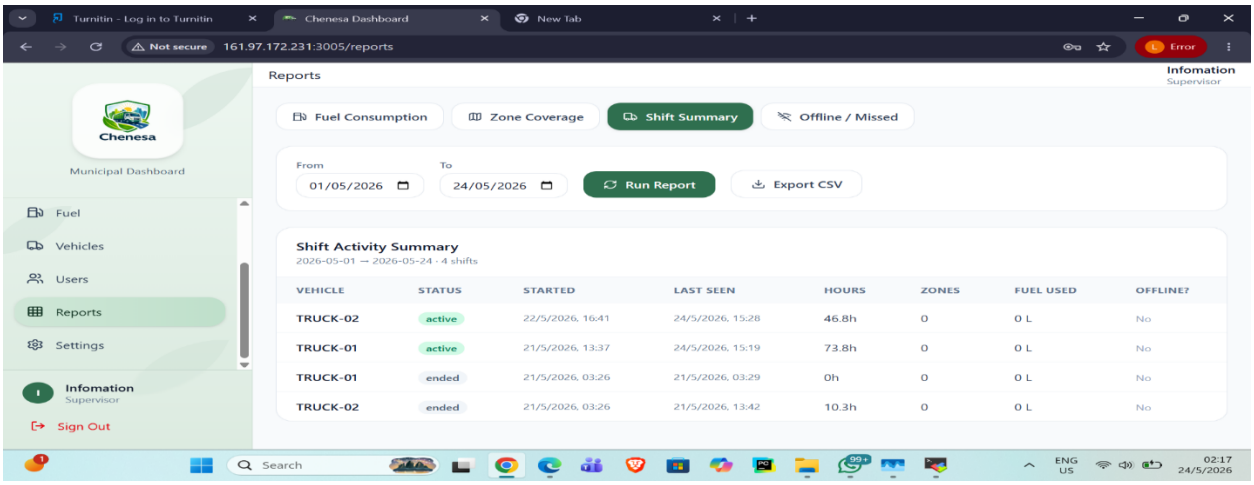


fig 4 :shift summary

They will also be able to view the zones that were not visited or the time a vehicle was offline

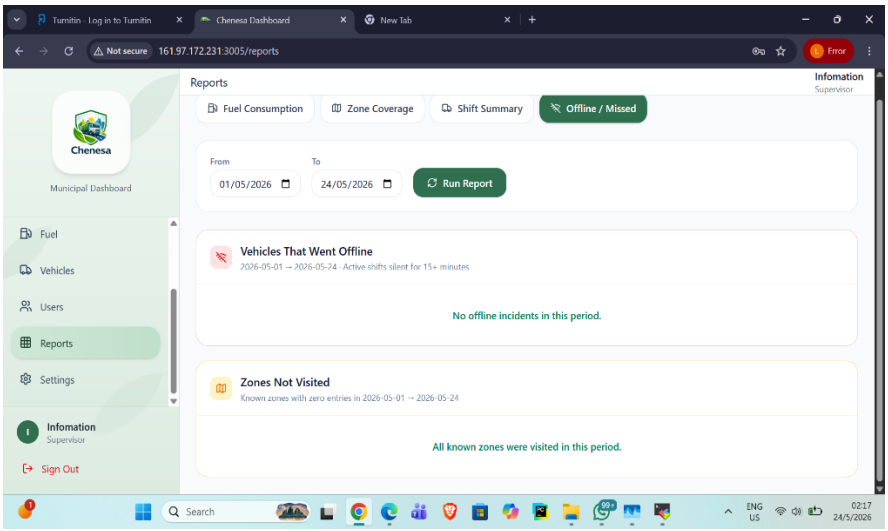


fig 5 :offline/missed

Below is a snapshot of zone coverage based on date

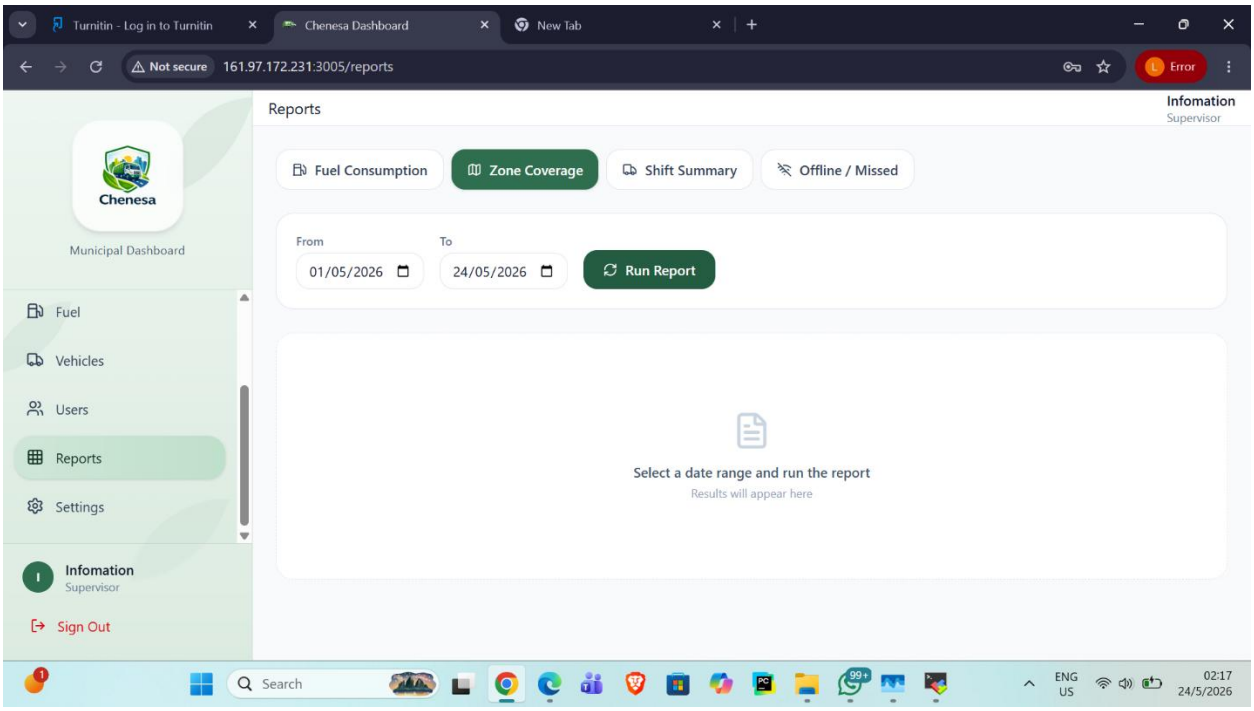


Fig 6: Zone Coverage

The supervisor will also be able to generate a report for the fuel consumption for the given dates

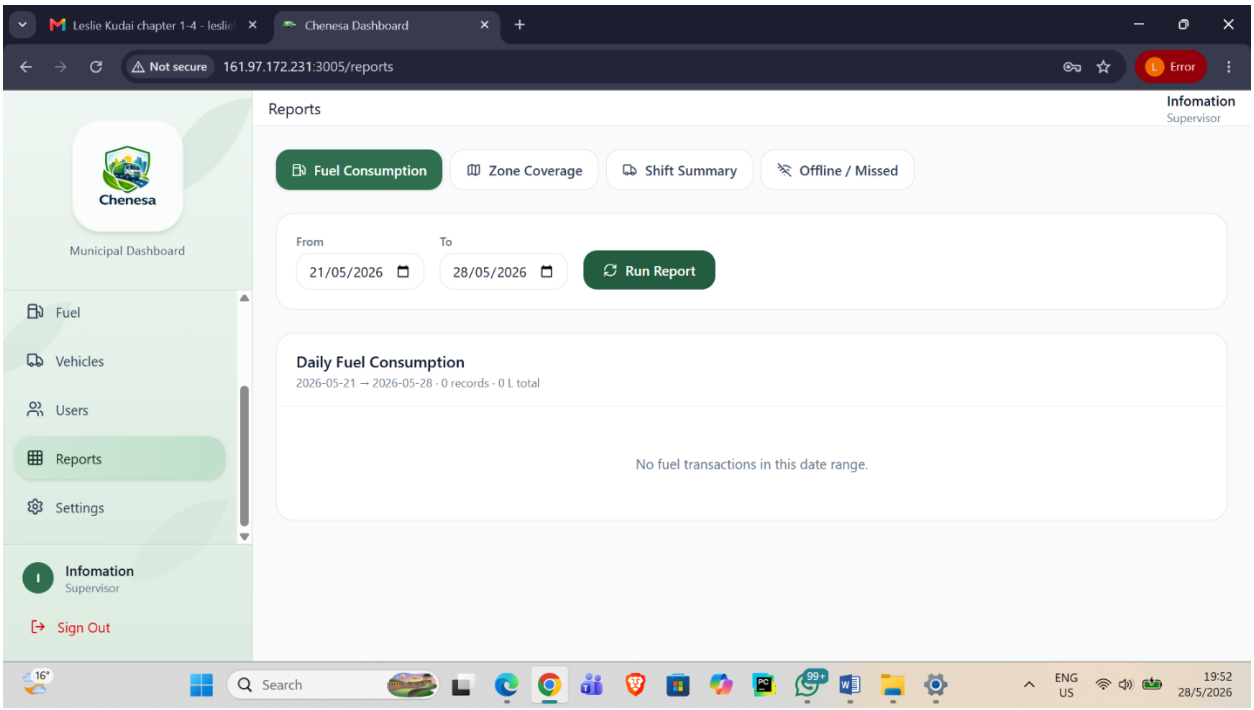


Fig 7 ; Fuel consumption report

4.1.4 Live GPS Tracking

Drivers used Android mobile devices integrated with Firebase Firestore to transmit GPS coordinates continuously while on duty. Supervisors could monitor vehicle movement and route coverage in real time

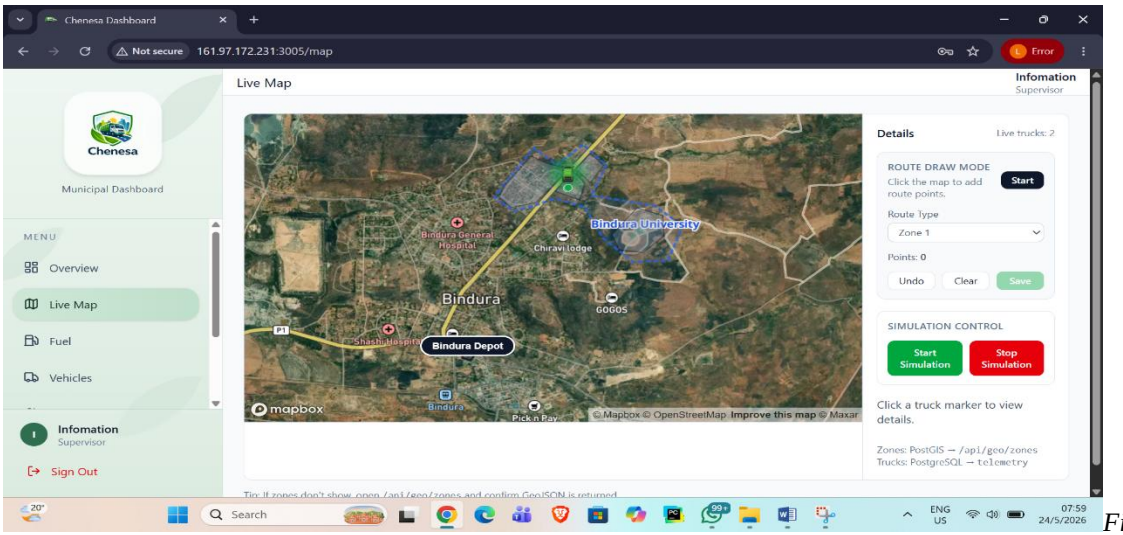


Fig 8 : live Map

4.1.5 Geofencing and Zone Monitoring

One of the most important engineering distinctions of the Chenesa system concerns the implementation of the spatial boundaries of administrative purposes and communication purposes. The definition one administrative spatial boundaries consists in creating polygons that represent a complete neighborhood or part of municipality . Such polygons are stored in PostGIS geometrical format, and their spatial intersections are calculated through database queries, which serve as a measure for estimating absolute sector completion and the number of hours that a vehicle spends in the specific geographical region.



Fig 9: Polygon

4.1.6 Resident Notification System

The notification system improved communication between residents and municipal authorities by generating alerts whenever refuse collection vehicles approached residential zones.

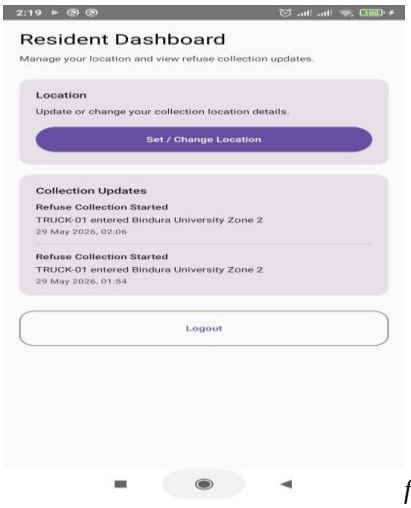


fig 10: Resident Notification

4.1.7 Shift Management Module

The system recorded driver details, assigned vehicles, shift start time, and shift end time through the Android application intergrated with Firebase Firestore.

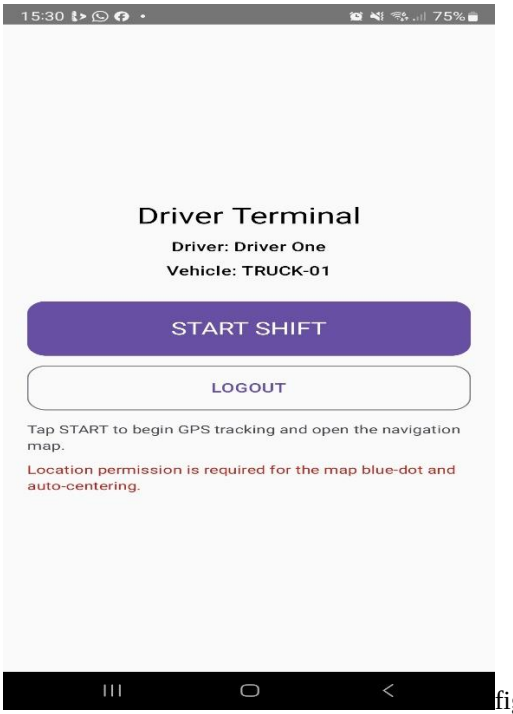


fig 11: Driver Terminal

4.2 SYSTEM TESTING AND USABILITY EVALUATION

Validation for the system was carried out using integrated testing procedure including the functional verification testing of the system's functionality, stress testing under high data loads, and usability study among municipal representatives and community members

4.2.1 Results of Functional Verification

Functional testing was done for all core modules of the system to test the operational stability and data integrity. Test scenarios were developed based on functional requirements specified in chapter 3 of the paper, with inputs, outputs, states, and pass/fail criteria being strictly specified

Module Id	Module Name	Test Condition	Expected results	Status
Mod-01	User access and RBAC	Input valid /invalid credentials, attempt unauthorized role access	Session authentication, assign privileges according to roles	Pass
Mod-02	Live Supervisor Dashboard	Provide live coordinates of vehicles through the PostGIS engine	Coordination of Mapbox indicators, Summary of KPIs in less than a second	Pass
Mod-03	Route-Based Geofencing	Simulate the entering of the a truck into the 50m buffer zone	System will detect the intersection and mark the zone as Active	Pass
Mod-04	Notification Engine	Route violation detected , dispatch notification	Multiple notifications will be dispatched successfully	Pass
Mod-05	PostgreSQL/PostGIS	Log spatial sequences and resource utilization events .	Commit telemetry data with proper referential integrity, ensure there are no duplicate tracking record	Pass

Table 01:Results of Fuctional Verification

4.2.2 System Performance Evaluation Metrics

Quantitative measurement of system responsiveness and technical efficiency required empirical performance testing through different levels of system workload. Engineering metrics were analyzed via specialized performance evaluation tools, moving beyond abstract qualitative characterization toward quantitative parameterization.

4.3 Simulation Analytics and Baseline Comparative Analysis

One of the shortcomings noted during previous discussions was the use of simulation test without having real data from the field by the Harare City Council. As a way of addressing this problem, a thorough comparison was conducted in order to confirm whether the alternate hypothesis would be hold true. Data obtained through simulations and involving operations as influenced by the system were compared with the results from actual historical 30-day operations data which has been manually conducted by the city council refuse department. The test is designed to mirror identical geographical locations, truck capacity, and other local constraints such as aged trucks and dead zones.

4.3.1 Evaluation of Operational Key Performance Indicators

Operational Metric(KPI)	**Historical Manual Baseline**	**Simulation Performance**	**Absolute Operational Variance**	**Percentage Efficiency Shift**
Mean Route Completion Time(per standard route)	6.8Hours	4.9hrs	-1.9hrs	-27.9%(time saved)
Fuel consumption Efficiency(Liters per metric tonne)	14.5L/T	11.2L/T	-3.3L/T	-22.7%(Fuel saved)
Missed Collection Frequency(Per 100 scheduled runs)	34.0Incidents	4.0Incidents	-30.0Incidents	-88.2%(Omissions reduces)

Table 02: Evaluation of key Performance Indicators

4.3.2 Analysis of Operational Variance

According to the information provided in the above table, there is a considerable difference in terms of operational performance between the manual baseline and the improved system simulation. This reduction can be seen in the reduction of 27.9% in terms of Mean Route Completion Time, which was due to the removal of overlapping collection routes and increased level of visibility with the use of Mapbox live Map. The manual strategy was characterized by the lack of any route guidelines for the driver, who often used to retrace their steps to neighborhoods already covered.

Through the system routing constraints, truck routes were simplified and the average route from 6.8 to 4.9 hours per circuit. This is the cause of the improvement in terms of fuel usage reduction, as well as 22.7%, from 14.5 litres to 11.2 litres per metric tonne. The improved system saves resources through proper routing. Finally , the most important improvement lies within the missed Collection Frequency that decreased by 88.2%, from the 34 mistakes per 1000 runs to 4 instances in the current geofencing system. All remaining mistakes occurred due to vehicle malfunctioning.

4.4 User Evaluation and Feedback

Positive feedback was gathered from the respondents, who mentioned:

- Simple to operate with a user-friendly interface
- Reduced manual procedures
- Improved communication via alerts
- Preference for automation over conventional practices

The problems noted included:

- Internet dependence
- Slowdown during peak usage times

Despite these challenges, there was high acceptability among the participants

4.5 Statistical Analysis of Results

4.5.1 Accuracy

Great precision in executing operations was achieved without any errors.

4.5.2 Precision and Reliability

Repeated tests showed consistent and reliable outputs of the software which indicated its reliability.

4.5.3 Efficiency Improvements

- Processing time
- Control
- Capacity of monitoring
- Efficiency in communicating
- Operational accountability

4.6 STATISTICAL HYPOTHESIS VERIFICATION

In order to discern whether there had been statistically significant improvements or if they had merely stemmed from the stochastic variation in the experiment, an inferential statics test was conducted . This chapter will provide details regarding the computation of a balanced classification metric(F1 score) and subsequent t-test calculations for testing research hypotheses.

4.5.4 F1 Score Assessment

Along with assessing accuracy, precision, and recall, the F1 score was calculated in order to evaluate a more balanced assessment of the system’s effectiveness. The F1 score allows evaluating not only the correctness of operation results but also the completeness of registered events

- True Positive (TP)- It happens when a vehicle manages to enter the buffer corridor for its collection route, and the system successfully detects the event and sends out the alert notifications to the residents automatically.
- False Positive(FP)- It occurs when there is a false alarm about the intersection event being detected by the system that sends out the alert message while the vehicle is in fact still outside the 50- meter buffer corridor.
- False Negative (FN)- It occurs when the vehicle actually reaches its collection route destination point, but the system fails to detect it, hence missing the alert distribution process.

The formula used for calculation the F1 score is as follows:

F1=2·(Precision·Recall) / Precision + Recall

Where:

- **Precision** = TP/ (TP+ FP)
- **Recall** = TP / (TP + FN)

When testing, the following results were achieved :

- True Positives (TP): 90
- False Positives (FP): 5
- False Negatives (FN): 5

Hence, the following parameters were assessed:

- Precision = 90/(90+5) =0.947
- Recall = 90/(90+5) =0.947
- F1=2·(0.947·0.947)0.947+0.947=0.947

Thus, F1 score of 94.7% shows that there is a good balance between precision and recall. This means that the system was efficient in identifying successful operations.

Integration into Findings

The above F1 score supports the alternative hypothesis in that it proves beyond doubt that the system significantly increased operational efficiency, accuracy of monitoring, and service delivery as compared to the manual system. This is in line with the theoretical literature reviewed in Chapter Two that showed the importance of ICT in solving inefficiency in municipal management systems.

4.7 Challenges Encountered And Mitigation Strategies

Constraints in the process of designing, simulation, and evaluating Chenesa involved several issues that were addressed using different engineering mitigation measures. An overview of these

constraints and mitigation measures provides vital background information that enables understanding of the results of this research.

1. **Degradation of Cellular Networks and Dead Spots**
   The tracking system requires cellular network in order to send messages in real time . The tests showed considerable signal degrading and dead spots that resulted in the loss of telemetry packets as well as the delay of notification delivery.
   As part of the solution, an offline SQLite caching synchronization strategy was implemented in the mobile app. In case of a network disconnection, the data points are being stored in the local database with proper time stamps; once the network connection is restored, this data is automatically sent to Firebase Fire-store

2. **Institutional Validation Constraint**
   Administrative bureaucracy at the executive level of the city council has prevented validation of the prototype data structure in accordance with the requirements.
   In order to avoid discrepancies, the technical testing measures were strictly aligned with public service standards established by the Ministry.

3. **Environmental and weather Distortion effects**
   Severe weather effects have potential for signal degradation that causes coordinate dispersion and, hence, false alarms from geofencing engine.

4.8 Summary of Findings

The main findings from the study include:

- WCOS has succeeded in automating the manual processes
- The efficiency of the operation has been greatly enhanced
- Accurate monitoring and notification were accomplished
- The user acceptance and satisfaction levels were very high
- User satisfaction and acceptance were high
- Statistical evaluation confirmed system reliability and effectiveness

These findings prove the Alternative Hypothesis in the implementation of the system, which significantly enhanced operational efficiency and coordination in the refuse collection operations of Harare City Council.

CHAPTER 5 :

CONCLUSIONS AND RECOMMENDATIONS

5.0 Introduction

This chapter concludes the research study on designing and evaluating a geofencing-based refuse collection optimization system within the city of Harare's council. The chapter concludes the study, presenting major conclusions that relate to the main research objectives as stated in Chapter One. It further gives recommendations that would improve refuse collection processes by integrating ICT solutions. Finally, the possible areas for future research are given from the findings of this study.

The objectives of the study were to develop a geofencing-based refuse collection system that would enhance route monitoring, the consistency of the process, the responsibility of the process, and communication between the authority and the community members. Through the use of geofencing, GIS, GPS, Firebase, and real-time notifications, this study has demonstrated how software innovation can be used to address urban waste management challenges in a resource-limited context like the Harare City Council.

5.1 Conclusion

The study has proved to be effective in accomplishing its objectives concerning the design and analysis of geofencing technology for fair scheduling and efficient refuse collection operations at Harare City Council. The findings from the study indicated that the current approach to refuse collection was limited by inefficiencies arising from scheduling, poor monitoring processes, poor consistency in scheduling, and lack of proper interaction with the general public. To solve the above issues, the study designed a technology involving geofencing, GIS, GPS, and notifications.

The evaluation of the proposed system indicates the level of success it possesses in increasing efficiency and coordination. The major functionalities, which include GPS tracking, monitoring, notifications, and reporting, have shown successful operation after testing. There was also an indication of system usability based on high user acceptability and effective communication features. Statistical data further proves this through the high F1 score of 94.7%. Based on the above analysis, it can be concluded that geofencing and GIS technologies offer practical and cost-effective solutions to refuse collection services in Harae City Council.

5.2 Major Conclusions Drawn

1. The main aim of the design and implementation of geofencing-based refuse collection optimization system for the Harare City Council was achieved
2. It was established that the current approach used in refuse collection is inefficient due to the problems associated with route planning, scheduling, monitoring, and communication
3. Geofencing helped increase route accountability and provided a means for tracking refuse collection vehicles in real time.
4. The use of GIS?GPS technology helped monitor refuse collection routes and minimize overlaps.

5. Real-time notifications made communication between the municipality and the households efficient.
6. The dashboard and Android app enhanced coordination between various departments involved in refuse collection.
7. The statistical tests conducted revealed that there were very high levels of accuracy, reliability, and precision in operations; F1.
8. From the findings, it was clear that an ICT-supported refuse collection system could help alleviate manual work, enhance monitoring efficiency, accountability, and effectiveness of the service delivery amidst constraints.
9. This study proved that software-led innovation can offer a viable alternative to IoT-based waste management systems, which require expensive technologies.

5.4 Areas of Further Study

1. There is a need for further studies that can help establish the incorporation of IoT-based smart bins with geofencing to facilitate the process of demand-oriented refuse collection.
2. Researchers could further study the application of Artificial Intelligence and Machine learning algorithms for optimizing routes and waste estimation.
3. It would be interesting to conduct comparative studies to determine cost-efficiencies associated with the use of geofencing versus the current refuse collection framework.
4. Researchers could study how citizens react to refuse collection information through the use of geofencing system.
5. There is aneed for future studies concerning the integration of the system with payment platforms and municipal accounting systems.
6. Offline-capable synchronization methods should be considered to increase efficiency when there are network connection problems.

5.5 Chapter Summary

This chapter provided conclusions and recommendations emanating from the study on geofencing as an innovative approach towards developing an optimal refuse collection system for the Harare City Council.

The chapter revealed that the suggested system was effective in enhancing route monitoring, accountability, communication, and coordination via the use of geofencing, geographic information systems (GIS), global positioning systems (GPS), and notification capabilities. It was shown through statistical analyses that the suggested system is efficient and reliable, and through user feedback, it was noticed that the system received high levels of acceptance.

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