

MEETING DATE September 25, 2001

SUBJECT Staff Response to Commission Inquiry – Solid Waste Management Strategy

At its meeting of February 27, 2001, the Commission received a report on subway garbage disposal and recycling. After reviewing the report, the Commission asked staff to respond to:

- **Report back on a more aggressive diversion strategy for waste that is greater than the 30% target outlined in Subway Garbage Disposal (Report No.15) dated February 27, 2001.**
- **Feasibility of installing newspaper-recycling racks in subway cars.**
- **To provide bi-annual status reports concerning the collection of waste.**

In the Spring of 2001 the TTC retained the services of a consultant to conduct a solid non-hazardous waste audit. A primary objective was to support the City of Toronto's waste diversion targets of 30% by 2003 and 60% by 2006.

The consultant reported that in 2000 18.1% of TTC solid waste material was diverted. Although figures for 2001 haven't been finalized, we expect that the number is now closer to 20%. This can be explained with the ten-fold increase from 36 to 360 tonnes in recycling of used newspapers in the subway.

TTC is already implementing recycling/diversion programs for a wide range of materials including: scrap metal, rubber, mixed office paper, wood waste, glass scrap, corrugated cardboard, newspaper, yard waste, and cans/bottles. In 2000, the TTC diverted approximately 3,270 tonnes of material. In 2001, we have intensified our subway newspaper-recycling program by adding an additional 92 newspaper receptacles for a total of 386 units. The Track and Structure Department is in the process of leasing (with an option to buy) two dual-stream packer trucks. These trucks will have the capability of handling both, regular trash and newspaper for the subway and other TTC locations.

Staff has investigated the feasibility of installing newspaper-recycling racks in subway cars and has concluded that newspapers collected for recycling on a train could potentially be a source of fuel in the event of vandalism/arson on the car. The collection of newspapers on the car is not recommended, as it is an avoidable risk.

Staff has also worked with the City of Toronto for the installation of additional 3-component OMG recycling units in close proximity to all subway station entrances/exits.

This co-operative effort has given our patrons the opportunity to recycle other traditional blue-box items such as cans, bottles and plastic.

Solid Waste Management Strategy

The waste audit identified a series of recommended measures to improve TTC's waste management system. TTC's waste stream differs considerably from the typical residential-type waste generator. The waste that is generated by the TTC is more typical of an industrial or construction-type generator. For example, in 2000, concrete, soil and scrap metal accounted for approximately 10,700 tonnes or almost 60% of the total solid, non-hazardous waste generated by the TTC. As such, the TTC's short-term waste diversion measures will be focused on these types of materials.

Short Term (by 2002)

1. Redevelop Hillcrest Waste Transfer Area
 - design and construct a controlled facility to reduce cross contamination, optimizing existing diversion programs and improving waste handling
1. Improved Management of Concrete Rubble/Fill Material
 - divert concrete/fill materials to recyclers, aggregate companies
1. Replace Existing Garbage Trucks with Dual-Stream Recycling Trucks

Long Term (2003 – 2006)

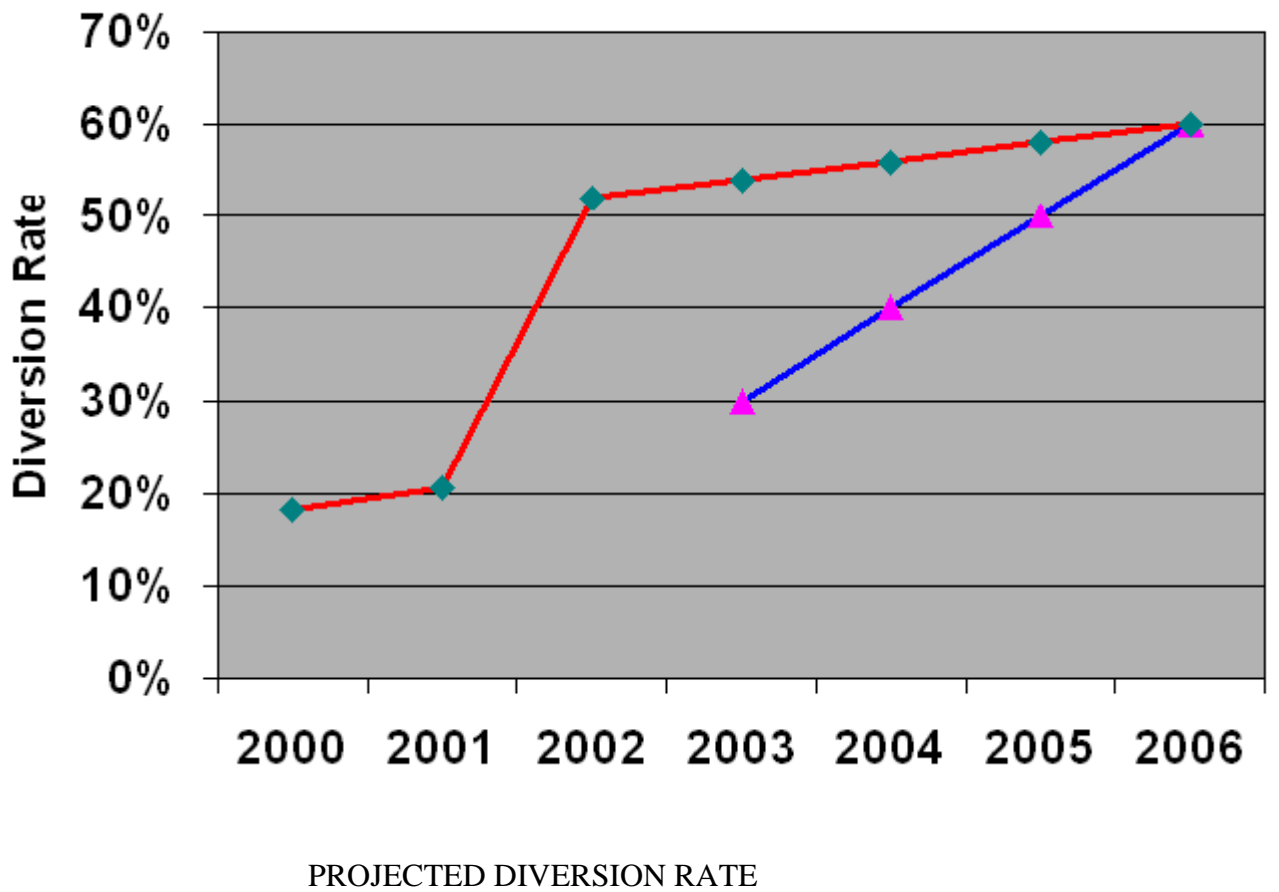
Long-term efforts will focus on expanding the more traditional blue-box type recycling programs. It is the TTC's intention to meet City of Toronto's waste diversion targets ahead of schedule, as detailed in the attached chart (Appendix 'A').

Chief General Manager

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Attachment: Appendix 'A'

Appendix 'A'



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