

**Board of Directors Meeting Highlights  
Held on March 15, 2018 at 9:00 AM  
at the MRF Board Room**



**Recycle Across America: Standardization, Not Education, Can Fix Contamination**

Recycle Across America has a straightforward goal: Get every recycling system across the country, from schools, to businesses, to municipalities, to use standardized labels.

The hope, in implementing a standardized system across the country, is to reduce consumer confusion when someone walks up to a bin to recycle something. If the bins at someone's office have the same labels as their kid's school, ideally, that person will be more likely to recycle the right type of material in the right ways.

For Recycle Across America Executive Director Mitch Hedlund, the battle to improve recycling in the United States is all about this standardization, not education. Education is important, but if labels or instructions on bins are different across the country, the argument goes, consumers may not be able to recycle correctly.

When consumers don't know how to recycle, they can fall into two traps: Not recycling, which lowers participation rates, or "wish-cycling," which increases contamination.

Contamination, of course, is an especially prominent concern now, in light of China's decisions to tighten imports. China's 0.5% contamination standard for many material imports goes into effect March 1.

Everybody talks about, well, let's educate more. Well, you can't educate more because wherever we go out in public, or even at our home, the rules are different, the way that the information is presented is completely different, and truthfully, it's presented in such a bad way that it's hard for people to take it too seriously.

It's like driver's education. If you can envision that every single stop sign looks different on every corner, and so does every speed limit sign, and school crossing sign. If everywhere you go looks entirely different from one to the next, educating people to drive properly wouldn't work. You'd be educating them about why it's important, but you wouldn't be educating them on how to do it because everywhere they go, it looks different; all the indicators and all the signage looks different. And that's exactly what keeps happening in recycling.

We have to make the labeling standardized across the U.S.

This is a really bizarre industry. The recycling industry needs the materials back. But they leave it up to all of their customers to try and figure out how to create a recycling program in their building.

Say a hauler wins a large contract, and they say, 'Yeah, we're so glad we won this contract; here's the signed contract; we've got a recycling dumpster outside of the buildings; we want everything mixed together, all the recycling. We're going to pick it up next Wednesday.'

And then there's somebody in every single building, every single school, every single airport, every single sports stadium, every mall, every small business, who isn't even in the recycling business. They're scratching their heads, trying to say, 'well, I wonder what kind of bins we should get? And I wonder where we should put them in our buildings? And I wonder how we should label them?'

And all of those people across the U.S., making those vital decisions for their buildings, for the recycling industry, determines whether recycling actually works or not.

Recycle Across America Executive Director Mitch Hedlund compares recycling to a blood bank.

So instead, your ideal situation would be standardized labels provided by the haulers?

Imagine where there is a standardized labeling system that has been designed, and now the recycling haulers want to use it — even if they're competing haulers, it doesn't affect them at all. In fact, they should want a standardized labeling system nationally. Because if we can show that these labels are making a dramatic increase in the recycling levels and the contamination in many cases is undetectable, then that's a win for all of the recycling haulers.

It's hard for me to imagine a world where labeling is effective enough, without single-stream, to really eliminate the contamination problem.

If there's standardized labeling on a national level, you are getting good materials for the most part, and there again, paper is a victim, cardboard is a victim. But I do think that even the issues with those two porous products will still be minimal compared to what they're experiencing right now. Also, with the standardized labeling, there isn't going to be the mistake of plastic bags going into bins, and that correction itself would change, I would think, hundreds of millions of dollars worth of costs, with MRF equipment breaking down and injuries.



And the other thing I can tell you is we need to get back to the basics also. Metal cans, plastic bottles, glass bottles and jars, and then cardboard and paper, and get back to the basics. And you know, get the whole country operating on just the obvious basic recyclables.

If we get to the point where every aluminum can is making it into a recycling bin, or a high percentage is, and every plastic bottle with a neck and cap is making it into a bin, and paper or cardboard — that, environmentally and from an economic standpoint, is an entire gamechanger.

The scary part is we're walking a very fine line between helping people really understand what's happening and having them not just go, 'What's the point?'

With where things are right now, I have more hope now than I have before. Because it does take this kind of shakeup to really make change, so right now, I actually have a lot more hope.

We need to make it easier for the public to start recycling right. And when we do that, there is a whole auto-correct that will start to happen on the backside that will make this an economically thriving industry. But until we fix that public experience at the bin, we're at risk of losing recycling.

We're saying there is an easy, easy fix for recycling on a national and global level, if our country fixes that public experience at the bin, and they will make more profits. Those companies [that own both landfills and recycling services] that are right now profiting on the landfills, and on the collapse of recycling, [but] they will make more money in the long run, and in the short term, if they embrace this solution. But as soon as they go so far where they've lost the public, then we're in trouble.

And in the end, they know that landfilling is not going to be the answer forever, so they're not lying about that. It is very expensive to open up a new landfill; the regulations are getting worse. They're just cashing in on a collapse right now. When the tide changes and the cost of landfilling is incredibly expensive and there is a backlash about recycling, they're going to be left holding the cleanup bag.

And again, it's not a threat to the industry, it's just saying, 'Industry, please take a look at some options that could make [the recycling side of] your business more profitable. And long-term, permanently more profitable.'

## Saskatoon Council Votes To Remove Plastic Bags From Recycling Program

Plastic bags have been banned from Saskatoon recycling bins.

Loraas Recycle and Cosmopolitan Industries, the two companies responsible for city recycling, have gotten city council's approval to remove plastic bags from the blue bin program in April. Council voted on the request at its Monday meeting.



Changing the world, one plastic straw at a time

The report said low oil prices have meant the market for recycling plastics has dropped. As well, China has begun cracking down on importing low-grade plastics, making it difficult to find markets for the bags.

The companies say removing plastic bags from the recycling is time consuming and makes sorting more difficult.

Councillors had the option to vote to keep bags as an acceptable item until the recycling contract expires in late 2019, however administration had recommended against such a decision as it would force companies to stockpile bags, which may eventually need to be sent to the landfill.

Meanwhile, administration is also looking at banning glass and black plastic when the new service contract is in place in 2020.

The decision to remove plastic bags will be accompanied by an awareness campaign telling people about the change.

## Plastic Plan (Not A Ban) Hope Of New Westminister Councillor For All Of Metro Vancouver

A New Westminister, B.C., councillor hopes her city can draft a bylaw that will keep people from using single-use items like plastic bags and straws across the region. Just don't call it a ban though.

On Monday she tabled a motion that would have New Westminister prevent the sale and use of single-use plastic bags and straws by 2019. But it was ultimately sent back to staff for them to come up with a reduction strategy for things like plastic bags rather than an outright ban.

Williams says the more nuanced approach is not because the plastics industry is currently in B.C. Supreme Court challenging Victoria's ability to enact a plastic bag ban there.

The plastic industry says that plastic bags often serve multiple purposes and recycling facilities exist to properly dispose of them. (CBC)

Victoria's bylaw — set to come into effect on July 1 — prohibits grocery stores from offering or selling single-use plastic bags to shoppers.

Under Victoria's ban, there will be exceptions. Stores can still offer plastic bags to package bulk items as well as for meat, prescriptions and dry cleaning.

Officials in Victoria say 17 million plastic bags are used each year by residents, and make up more than 15 per cent of all landfill waste.

In January however, the Canadian Plastic Bag Association, challenged Victoria council's right to enact its bylaw in B.C. Supreme Court. The plastic bag association is a non-profit organization which advocates on behalf of Canadian plastic bag manufacturers and distributors. Its argument is that the city is infringing on provincial jurisdiction and does not have the rights to enact the ban.

Officials with the City of Victoria say they were granted an extension until the end of February to file a response. They say council remains totally committed to the bylaw.

## Compostable or Recyclable? Which Way Should Coffee Pods Go?

About one-third of Canadian households use single-serve coffee makers on a regular basis so the presence of used pods in household and office waste streams is ubiquitous. The single-serve pods provide the benefit of brewing only the amount of coffee that will be consumed instead of the common practice of pouring large quantities of un-consumed coffee down the drain.

While single-serve cups vs. multiple-cup pots help to reduce lifecycle impacts such as energy consumption and waste, the plastic pods are mostly relegated to the garbage. However, that's changing as the industry commits to using sustainable plastic resins to improve their potential for resource recovery and diversion.



But, which way should coffee pods go – recyclable or compostable? Whether the pods are recyclable or compostable depends on the resin type the producer uses. Significant industry capital investments in research and development have made plastic coffee pods compatible with the blue box and green compost bin programs. Two classes of plastic resin coffee pods are on the market.

One type is recyclable plastic pods made from either polypropylene or polystyrene that can be technically optically sorted at material recycling facilities (MRF).

The second class of pod is made from certified compostable plastic resins.

Other types of coffee capsules, e.g., aluminum, can be recycled through retail take-back programs.

Ensuring that coffee pods find their way into the right diversion stream is a critical component of managing these small format plastics. However, unless the industry standardizes to one approach, the consumers will be left with confusion and continued disposal of the pods.

## Call2Recycle Announces 14M Pounds Of Batteries Recycled In 2017

Call2Recycle Inc., a consumer battery stewardship organization with headquarters in Atlanta and Toronto, has announced that its partners, stewards and collection sites recycled nearly 14 million pounds (6.3 million kilograms) of batteries throughout the U.S. and Canada in 2017. To date, the program has recycled 144 million pounds (65 million kilograms) of batteries.

In the U.S., overall collections of rechargeable and primary batteries totaled 8 million pounds (3.6 million kilograms). New recycling options generated an increase in primary battery collections by more than 20 percent, Call2Recycle says. The program experienced growth in light of the introduction of a fee-based all-battery offering.

Another contribution to the overall growth in battery recycling in 2017 is the state of Vermont, which was the first state in the U.S. to require producers to finance a collection and recycling program for single-use (primary) batteries. Consumers collected 81,000 pounds (36,700 kilograms) of batteries via the Call2Recycle program, which is the appointed stewardship organization for Vermont. Total battery collections in 2017 grew by 14 percent over last year in the state. Since Vermont's program launch in 2016, more than 250,000 pounds (113,000 kilograms) of batteries have been recycled via drop-off sites across the state.

Canadian consumers collected 2.6 million kilograms (5.7 million pounds) of batteries in 2017, similar to collections in previous years. As the approved battery stewardship program in British Columbia, Manitoba and Quebec, Call2Recycle says it also supports battery recycling across the country.

In 2017, Quebec led the charge in battery collections totaling more than 2.2 million pounds (1 million kilograms), with British Columbia collecting 1.3 million pounds (620,000 kilograms) and Manitoba collecting 202,000 pounds (92,000 kilograms).

More than 86 percent of residents in the U.S. and Canada live within 10 miles (15 kilometers) of one of Call2Recycle's public drop-off locations, the organization says.

## **SWANA establishes Recycling Task Force**

The Solid Waste Association of North America (SWANA), Silver Spring, Maryland, has established a Recycling Task Force created to provide guidance to members, industry stakeholders, state/provincial and local governments and elected officials concerning the challenges facing recycling programs in the United States and Canada.

With China's waste ban already in place and the 0.5 percent contamination standard taking effect March 1, 2018, SWANA's Recycling Task Force will develop and support strategies for ensuring the continuation of sustainable recycling programs throughout North America.

SWANA's Recycling Task Force will include representatives from SWANA's technical divisions, SWANA's International Board, local government officials, private sector materials recovery facility owners (MRFs) and equipment manufacturers. The full list of Task Force members will be made available later this month.

SWANA submitted comments to the World Trade Organization in August 2017 and December 2017, sent a letter to state agencies, has met with government and private sector stakeholders in both the United States and Canada, and now is creating the Recycling Task Force to continue providing leadership and expertise to help address the current disruption in the marketplace.

## **Chinese Firm To Open Plastics Recycling Operation In Alabama**

Company to open U.S. plant because of crackdown on plastic scrap shipments into China.

Shanghai-based Roy Tech Environ Inc. has announced plans to open a plastics recycling facility in Grant, Alabama. The decision to site the plant there was made after the company decided in September 2017 that it needed to build production capacity in the United States to guarantee its factories in China would have an ample amount of recycled plastic.

Matt Arnold, president of the Marshall County Economic Development Council, says Roy Tech Environ has moved quickly to find a location and has secured a building. Arnold says the company will install equipment to allow the facility to grind and shred primarily postindustrial plastic scrap.

Lily Zhang, CEO of Roy Tech Environ, says in phase one the company will install grinders and shredders for five production lines. In phase two it will install pelletizing equipment. The main grades the company will handle include high-density polyethylene (HDPE), polypropylene (PP) and polycarbonate (PC) that will come primarily from the company's existing customers.

Arnold says the facility will have several stages of development and should be operational by the summer of 2018. Roy Tech has set a goal of processing around 20,000 metric tons by the end of its first year of operation in Alabama.

Roy Tech established an existing branch office in Huntsville, Alabama, about 30 miles away from Grant, more than three years ago to be close to major auto production facilities.

The company is expected to ship its processed recycled plastic to its customers in Asia, including its own Shanghai operations.

Roy Tech Environ was formed around 20 years ago in Shanghai by CEO Lily Zhang and her brother. In a written statement, Zhang says three years ago, she realized the company should start sourcing plastic scrap directly from the United States because of the high quality of the material and ample quantity of the material available. The company has been shipping plastic scrap directly to its production plant in Shanghai.

The move to open a plastics recycling facility comes on the heels of China cracking down on baled plastic scrap being imported into the country. With quality specifications tightening, making it extremely difficult to ship unprocessed plastic scrap into China, the company decided to open a processing plant in the United States to guarantee its operations in Asia had enough material to meet their needs.

## **White House Announces 25 Per Cent Tariff On Steel, 10 Per Cent Tariff On Aluminum**

Trump has declared his intention to impose sweeping tariffs on steel and aluminum, but it's unclear whether Canada will be targeted. Almost 90 per cent of Canadian steel exports went to the U.S. in 2017

U.S. President Donald Trump has declared his intention to impose sweeping tariffs on steel and aluminum, with potentially wide-ranging implications for the global economy, the international trading system and cross-border commerce.

After a suspense-filled few weeks the president released some details about his plans Thursday: a 25 per cent tariff on steel, and a 10 per cent tariff on aluminum, numbers in both cases higher than expected.

One major unknown lingers: Whether Canada is on the list. While the tariffs are primarily billed as targeting China, the numbers Trump cited sound ominously similar to what had been billed as the worst-case scenario for Canada: his administration had said it was contemplating a massive global tariff on a few countries that sell dumped steel, or something around 24 per cent for the entire world.

Canada is the No. 1 supplier of both steel and aluminum to the U.S.

Trump technically has until next month to make a decision. But he was eager to impose the broadest possible tariffs, and itching to make an announcement. News reports claimed the administration was scrambling behind the scenes, trying to get the details finalized, with some officials urging him to put off a decision.

Trump has received multiple pleas to spare Canada.

The Pentagon has published a letter urging him not to target allies. During consultations, witness after witness urged the government to make a special exception for Canada. The well-connected United Steelworkers union has members in both countries—it's even led by a Canadian, Leo Gerard, who is urging the administration to leave his home and native land alone.

“Canada should just be excluded—period. We have an integrated economy. And if it gets undone, America will pay a heavy price.... In every opportunity I've had I've tried to point out to the key decision-makers that Canada is not the problem when it comes to international trade—and to do something that would sideswipe Canada would disadvantage (the U.S.).”

Canada exported about \$9.3 billion of aluminum to the U.S. last year, and \$5.5 billion of steel. For the U.S., Canadian steel represented an important share of imports, at just over 15 per cent of overall imports. For Canada, the U.S. meant almost everything in its export picture—almost 90 per cent of Canadian steel exports went south.

Several trade experts have warned that such loose use of a national-security exemption invites others to do the same, and could lead to a domino effect of reprisals. Mexico and Europe are already threatening counter-tariffs.

## **Van Dyk Recycling Solutions installs its first MRF in Mexico**

Van Dyk Recycling Solutions (VDRS), Stamford, Connecticut, says it has recently installed a sorting system in Mexico that is recovering 72 percent of the incoming municipal solid waste (MSW) it is processing. The MRF is sorting 500 tons of MSW per day, recovering organics and recyclables and creating engineered fuel, according to the supplier.

The system was installed for integrated waste management company Grupo CIP, Mexico City, which operates sanitary landfills in 12 Mexican states, generates energy from waste and provides waste collection and transfer services.

VDRS Mexico and Latin America Sales Manager Ricardo Orozco says because this equipment is the first of its kind in Mexico, the staff at Grupo CIP was unfamiliar with much of the technology, so it placed a lot of confidence in VDRS. He adds that VDRS invested considerable time answering the company's questions and explaining critical information.

## Trucking Industry Facing Many Challenges

The biggest challenge facing the transportation industry is the shortage of qualified truck drivers. The Canadian Trucking Association estimates that by 2024, Canada will have a shortage of 34,000 to 48,000 drivers. Demand for drivers is expected to grow the most in Ontario, followed by B.C., and then Quebec.

The trucking industry is constantly under scrutiny for our safety record on the highways with accidents being publicized in the media and television shows like Heavy Rescue 401 that focus on incidents involving commercial motor vehicles. While every accident is one too many, truck drivers remain some of the safest drivers on the road.

According to provincial trucking officials, accidents involving transport trucks are uncommon. The Ontario Trucking Association points out that between 1995 and 2014, there has been a 66-per-cent decrease in fatal collisions involving transport trucks, despite a 75-per-cent jump in registries for the vehicles.

At the Association, we are working hard to ensure the safety of our drivers, other motorists, pedestrians, and our roadways. Safety is our #1 priority and we are a leader in proactive safety and compliance programs. We have a dedicated Safety & Compliance team that focuses on a number of initiatives that include:

- Monthly reviews from Senior Management
- Mandatory driver requirements
- Robust driver screening
- Classroom Training
- Road Training
- Remedial training
- Trainer certification
- Standard Operating Procedures
- Random Inspections
- Safety Observation Program
- Preventative Maintenance
- Incident Response Team
- Accident Review Committees (ARC)

There are also a number of measures that the Association takes with equipment and drivers to ensure the roadways are safe for everyone. Speed limiters (or governors) are one of the many safety measures taken. All company owned power equipment has a maximum speed limit of 95 km/hr.

The Association has a zero tolerance cell phone policy. The use of a cell phone or any other electronic device is prohibited while a driver is operating any vehicle or equipment. Use of a cell phone or electronic device is defined as talking, texting, touching, or holding a cell phone or electronic device. In short, drivers do not operate any electronic device while the vehicle is in motion, so that the number one focus is on the road.

To ensure that our staff are not driving while tired, all drivers are required to operate in compliance with HOS regulations and undergo training as part of the orientation process. The Association is also implementing an E-log system which will help facilitate the monitoring of drivers' HOS.

Association drivers always complete a pre- and post-trip inspection on all equipment prior to taking any vehicle on a public road. Drivers do not operate any equipment with a major defect, and all minor defects are booked for service and repaired prior to the next dispatch of the equipment. Drivers are instructed on proper pre-trip completion, which is another important safety measure covered during driver orientation.

The Association is proud to have safety standards that consistently rank among the highest in the industry, and we always take a proactive approach by establishing safety programs that all our drivers must adhere to. At the Association, we recognize that we must all do our part to keep roadways safer for everyone.

## The Legalization of Marijuana in Canada and its Impact on Driver Safety

The legalization of marijuana in Canada is fast approaching which is causing many provinces and territories to revisit their current impaired driving laws and revise them accordingly. In Ontario, the legislation includes zero tolerance for anyone 21 years old and under, novice drivers, and all commercial drivers.

If a driver is pulled over and suspected of being under the influence of marijuana, a saliva drug screening device, which will be approved in the coming months, will test the recent presence of several drugs, including THC.

According to an Ontario Ministry of Transportation press release, each occurrence of impairment will have a fine and a licence suspension. For commercial drivers the penalties are as follows:

	Licence suspension	Monetary penalty
First occurrence	3 days	\$250
Second occurrence	3 days	\$350
Third and subsequent occurrences	3 days	\$450

\*Other penalties, such as mandatory education or treatment programs may also apply for repeat offenders.

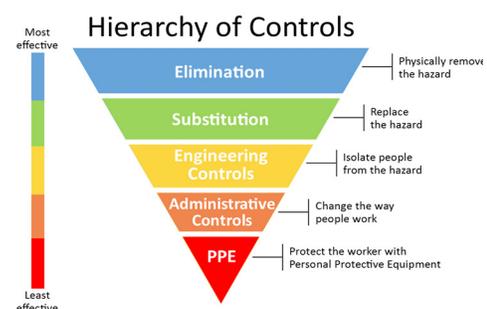
At the Association, the safety of truck drivers, other motorists, pedestrians, and roadways is our top priority. The Association has a zero-tolerance policy in regards to drugs and alcohol, and strictly adheres to all Federal and Provincial laws regarding driver safety. The federal government's plan to push through the legalization date before there is an approved device for testing THC levels is concerning. However, the Association will continue to enforce the zero-tolerance policy and exercise safe driving best practices through this transition to ensure our roadways are safe for all motorists.

## Controlling Diesel Particulate Matter From On-Road Diesel Engines

Diesel engine exhaust is a complex mixture of toxic gases and particulates produced from the combustion of diesel fuel. It is classified as a Group 1 definite human carcinogen by the International Agency for Research on Cancer (IARC) [IARC, 2014]. Exposure to diesel engine exhaust causes lung cancer, and there is limited evidence that it may cause bladder cancer. Diesel engines are widely used in many different on-road applications. According to CAREX Canada, the largest industrial groups exposed to diesel engine exhaust are truck transportation (206,000 Canadians exposed), transit and ground passenger transportation (110,000 exposed) and local public administration (42,000 exposed) [CAREX Canada, 2014].

The diagram below showcases the control strategies available for diesel engine exhaust in on-road applications, including transportation, public works yards, emergency medical services stations, and fire services stations, among others. It incorporates the Hierarchy of Controls, where control strategies are ranked from most effective (elimination or substitution) to least effective (personal protective equipment). The diagram also distinguishes between proactive controls (which eliminate or reduce diesel emissions before they enter workplace air) and reactive controls (which reduce the concentration of diesel emissions already present in workplace air, or reduce the likelihood that workers will inhale the emissions). Proactive controls are generally considered to be more effective than reactive controls. An effective emissions control program utilizes multiple controls from across the Hierarchy, and includes a monitoring program to evaluate the effectiveness of the program.

This resource was created in collaboration with the Public Services Health & Safety Association (PSHSA) and the Ontario Occupational Disease Action Plan (ODAP) Diesel Working Group.



## Province Funding New Program to Help Reduce Greenhouse Gas Pollution

To help fight climate change, Ontario is encouraging businesses, utilities, non-profit organizations, registered charities, conservation authorities and Indigenous organizations to develop new and innovative solutions for reducing greenhouse gas pollution.

Chris Ballard, Minister of the Environment and Climate Change, was joined today by Parminder Sandhu, Green Ontario Fund board chair and Interim CEO, to announce the launch of the GreenON Challenge.

This program will support the exploration and development of new projects to reduce pollution, advance the province's low-carbon economy and meet Ontario's greenhouse gas reduction targets.

Projects could include, for example:

- Developing buildings that use dramatically less energy than typical buildings due to energy efficient designs, including high level insulation, high-performance windows and construction materials that prevent air leaks
- A row of houses that save energy by sharing it from one centralized heating source
- Developing new financing mechanisms for low-carbon technologies and processes
- Developing more energy efficient practices to develop products, such as switching to less carbon-intensive fuel, like biofuels, recovering heat, or changing the chemical makeup of a process
- Finding transformative ways to increase the number of home energy improvements.

Funded by proceeds from Ontario's carbon market, the Green Ontario Fund is making it easier for people and businesses to choose and adopt low-carbon technologies and processes that help reduce greenhouse gas pollution at home and work.

Making it easier to access and adopt low-carbon technologies and processes is part of Ontario's plan to create fairness and opportunity during this period of rapid economic change. The plan includes a higher minimum wage and better working conditions, free tuition for hundreds of thousands of students, easier access to affordable child care, and free prescription drugs for everyone under 25 through the biggest expansion of medicare in a generation.

Ontario is investing up to \$300 million in the GreenON Challenge, beginning in 2018-19. To apply or learn more, visit [GreenON.ca](http://GreenON.ca).

Ontario-based private businesses, non-profit organizations, registered charities, conservation authorities and utilities, as well as Indigenous not-for-profit organizations, are invited to submit expressions of ideas by May 7, 2018. Selected applicants will be invited to submit a more detailed business case.

To be eligible, projects must be done in Ontario, have the potential to help Ontario meet its greenhouse gas reduction goals as part of its Climate Change Action Plan, be completed within four years and not receive funding from another program funded with proceeds from the Greenhouse Gas Reduction Account.

The Climate Change Action Plan and carbon market form the backbone of Ontario's strategy to cut greenhouse gas pollution to 15 per cent below 1990 levels by 2020, 37 per cent by 2030 and 80 per cent by 2050. The government will report on the plan's implementation annually and review the plan at least every five years.

## Minimizing Wildlife Conflicts

In an effort to help minimize wildlife conflicts, Coquitlam is changing its garbage collection schedule effective Monday, March 12.

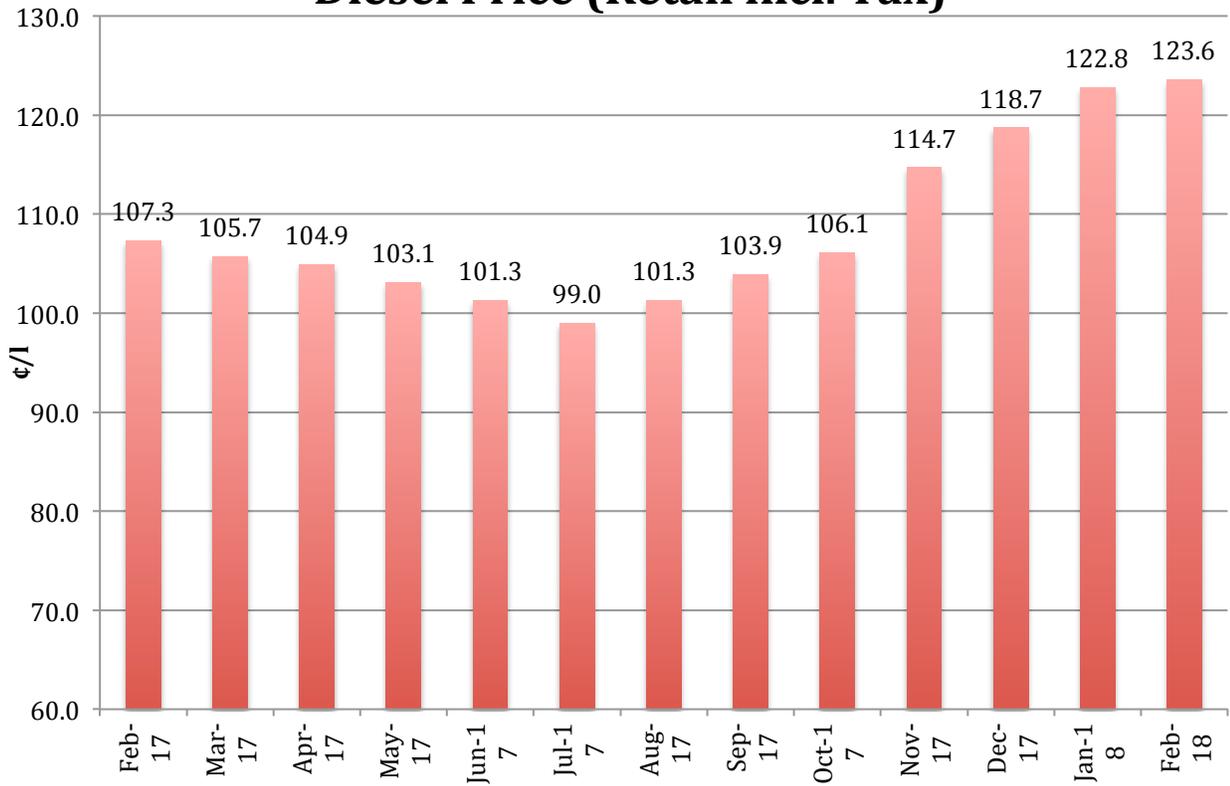
The revised schedule splits garbage collection zones into morning and afternoon collection. Morning collection zones, which have been identified as wildlife-prone areas including Burke Mountain, Westwood Plateau, Eagle Ridge, Ranch Park and Chineside, will be targeted for the earliest pick-up. And, while not required, residents in afternoon zones will have the option to wait until 11 a.m. to set out their Garbage and Green Carts. Recycling must still be at the curbside by 7 a.m. on collection day.

Reports of conflicts between wildlife and humans have been increasing in recent years. Overall, these changes will help minimize the time carts remain at the curb and speed up collection within bear-prone areas.

These changes also affect recycling collection which is not administered by the City, but rather, is a service provided to Coquitlam residents by Recycle BC at no cost to the resident. The City and Recycle BC have worked together on this revised system to ensure that all curbside collection remains consistent for residents.

All households that receive curbside collection from the City should have received information about the new collection zones with their utility tax notice. The information is also available at [www.coquitlam.ca/trashtalk](http://www.coquitlam.ca/trashtalk).

### Diesel Price (Retail incl. Tax)



### Diesel Price (Retail incl. Tax)

