

**Board of Directors Meeting Highlights
Held on April 19, 2018 at 5:00 PM
at the MRF Board Room**



Thinking About Ontario's Breakneck Waste Shift

Waste management in Ontario is going through a tectonic shift as a result of the Waste-Free Ontario Act, 2016 (WFOA), which incorporates two separate acts: The Waste Diversion Transition Act and The Resource Recovery and Circular Economy Act (RRCEA).

This is a very ambitious plan for the Ontario Ministry of the Environment and Climate Change (MOECC). It's moving along at breakneck speed and everyone in the business is very happy to now see a clear direction and action plan.

A separate document - Strategy for a Waste-Free Ontario: Building the Circular Economy - lays out the framework for the elements of both transitioning to an individual producer responsibility (IPR) system for managing and paying for the management of products in the waste stream. It's designed to identify producers, as well as a way for Ontario to move towards a circular economy and reduce waste. Both acts will have a significant impact on how waste is managed in Ontario over the short, medium and long term, and the impacts on municipalities, as well as producers, and likely consumers, should be profound.

Under the Waste Diversion Transition Act, four programs (Blue Box, Waste Electronics and Electrical Equipment, tires and Municipal Hazardous or Special Waste) will be transitioned from the Waste Diversion Act (WDA) to the RRCEA over time. When fully transitioned, the existing IFOs (industry funding organizations) will be wound up, and the programs will be managed by one or more PROs (producer responsibility organizations). One of the objectives of the WFOA was to introduce competition into the stewardship/EPR marketplace in Ontario. Under the WDA stewards and producers had to join the IFO (industry funding organization) designated in the legislation. Many producers did not like the lack of choice for their service provider in a business which is getting more expensive for them. It is hoped that introducing competition and choice into the Ontario marketplace will resolve this concern over time.

Transitioning the Municipal Hazardous and Solid Waste (MHSW) program mostly involves primary batteries and a few other materials. Paint, the biggest part of the MHSW Phase 1 program under the Waste Diversion Act (WDA) is managed under an ISP (industry stewardship plan), which will remain in place under grandfathering provisions in the Waste-Free Ontario Act.

While municipalities have had some role in management of Waste Electronics and Electrical Equipment (WEEE), tires and MSHW, the program with by far the biggest impact on municipalities in Ontario on a go forward basis will be what happens to the Blue Box program. A joint agreement between Stewardship Ontario (SO) and the Association of Municipalities of Ontario was announced in summer 2017 to move Blue Box contracts over a 5-10 year period (depending on contract expiry dates), to Stewardship Ontario through an amendment to the Blue Box Plan under the WDA.

On Feb. 15, both Stewardship Ontario and the Resource Productivity and Recovery Authority announced that a proposal for an amended Blue Box Plan would not be submitted to MOECC, and that Ontario municipalities and SO would continue to work together to find an acceptable long-term arrangement for the Blue Box program. Since 2004, producers of printed paper and packaging in Ontario have paid about half of the Blue Box programs annual costs. The relationship between municipalities and SO has not been perfect, and a disagreement over funding lead to an arbitration in

2014. The costs of the Blue Box program have increased over time for many reasons, including a changing mix of materials and less newspaper in the Blue Box.

Blue Box program concerns that need to be worked out through the transition, as well in new regulations, include: longer-term service standards that will be imposed across Ontario as a condition of funding collection programs; diversion targets to be reached; acceptable contamination rates; materials included in the standard provincial list of materials to be funded in the future Blue Box program; the municipal role in processing (likely to transition to stewards/producers over time, like in B.C.), and many others.

The wind-up letters for the tires and WEEE programs have been sent by MOECC to the current IFOs managing these programs. The tire program will transition to full IPR on Jan. 1, 2019, with the transition of the WEEE program scheduled for July 1, 2020. These programs will be run by competitive PROs (producer responsibility organizations). It is anticipated that high diversion targets will be set for these materials and they will no longer be disposed of in the residual Ontario waste stream if the programs are successful, thus lowering the demand for landfill and other disposal over time.

The Strategy that accompanies the Act lays out an ambitious agenda. The most significant are:

A food and organic waste action plan aimed at reducing food waste production in the first place, and then directing food waste to its highest and best use;

A food waste and organic waste ban at disposal sites, likely starting with larger communities and landfills (most of Ontario's waste is landfilled) and other disposal sites, and progressively being expanded to cover the whole province. A number of studies are underway on different aspects of the food waste ban at this time;

Designating regulations for a larger list of materials (the list in the Strategy includes mattresses, carpets, furniture, textiles, paper products and packaging, batteries, tires, etc.) meaning that over time they will be removed from the waste stream, and the cost of managing these materials will be absorbed by producers and stewards;

Disposal bans on a list of materials designated under IPR regulations (WEEE such as household appliances, power tools, lighting, electronics, etc. mattresses, carpets, furniture, textiles, paper products and packaging, batteries, tires, etc.)



Wendy Ren Moving On

Wendy Ren has accepted a new position at the Ministry and Infrastructure as the Director of Infrastructure Policy and Planning, we will be very sad to see her leave. Wendy started her new role at MOI on April 4 and her last day at MOECC was April 3.

Wendy was the lead of the Resource and Recovery Policy Branch over the past 4 years as the Director of the Branch. Wendy has been a very integral part of the resource recovery transformation initiative within Ontario having shepherded the Waste Free Ontario Act and Strategy, implementation of the Waste-Free Ontario Framework including first producer responsibility regulation for tires, Food and Organics Framework and regulation for administrative penalties.

Before her role as Director of RRPB, Wendy served as a Manager for the former Land Water and Policy Branch and worked on cross cutting files including brownfields reform, the Great Lakes Protection Act, the Lake Simcoe Protection Plan, and played a key role in a number of provincial initiatives including the Provincial Policy Statement, Growth Plans and the Places to Grow Act. Wendy has forged very strong working relationships with her colleagues and other stakeholders in her time here at MOECC and will be missed by everyone.

Managers within the section have agreed to serve as Acting Director on a rotational basis until the process to fill Wendy's position on a permanent basis is complete. John Armiento has kindly agreed to take the first rotation as Acting Director until May 11th.

Amendment to Regulation 344/90 (Disposable Containers for Milk)

After considering input received from stakeholders on the proposed amendment to Regulation 344 (Disposable Containers for Milk) under the Environmental Protection Act, 1990, a decision was made to implement the amendment. The amending regulation was filed on April 6, 2018 and is now in effect. To view the regulation, please visit the Environmental Registry (link: <https://ero.ontario.ca/notice/013-2059>).

The amendment to Regulation 344 provides options for milk producers to use containers that are widely accepted in recycling programs or are managed through a deposit return program. This will provide flexibility to milk producers while still protecting the environment.

In Ontario, the packaging of fluid milk is regulated under R.R.O. 1990, Regulation 344 (Disposable Containers for Milk), which has been in effect for decades and predates the establishment of the Blue Box program across the Province.

Under this Regulation, milk containers require a deposit to be charged unless they are refillable glass containers, plastic film pouches, laminated containers (not greater than 1 litre), coated paper containers, or any disposable container with a capacity less than 1 pint.

City Of London Mulls Natural Gas For Waste Fleet

Ontario's City of London is joining the province to split the \$1.3-million cost of changing its waste management fleet to natural gas as part of an Ontario-wide greenhouse gas challenge.

London's waste vehicles are currently travelling more than 15,000 kilometres every year using diesel fuel. City council recently discussed a transfer payment agreement from the Ontario Municipal Greenhouse Gas (GHG) Challenge Fund under its fuel-switching component.

The city is working with Union Gas to cut a fuel deal and decide on an appropriate refuelling location.

"We are also actively engaged with the City of London to establish a CNG program for their fleets in London," Union Gas stated in a report to city council. "CNG as a transportation fuel achieves a minimum reduction of 15% lower CO₂ than gasoline or diesel fuels with affordable, return-to-base refuelling options."

Your Lifestyle Is Making Blue Box Recycling Unsustainable

Do you read your news online? Enjoy takeout? Live in an apartment?

Our changing lifestyles over the past few decades have dramatically altered the types of materials we put in blue bins.

And that's led to flatlining recycling rates and ballooning costs for municipalities across Canada that are struggling to cope with the changes.

"It's a really a perfect storm of crazy stuff going on that means that the blue box has huge challenges that it did not have 10 years ago," says Maria Kelleher, principal of Toronto-based Kelleher Environmental, a consulting firm specializing in waste reduction and recycling research, strategy and program design.

The problem is that we're now throwing out a huge variety of new types of packaging — mostly plastics, sometimes glued to other materials like metals — that recycling programs were never meant to deal with. Meanwhile, the materials that they were designed to collect, sort and resell make up a shrinking proportion of what comes in.

Newspaper, for example, used to be the backbone of the recycling program, Kelleher says, "because it's easy to recycle and it's worth a good bit of money."

Now, it's being replaced with plastics, which are typically more difficult and expensive to collect, sort and recycle, and worth less money when they can actually be resold.

This problem, dubbed "the evolving ton," threatens to make many blue box programs unsustainable.



Making things even more challenging, China, the world's biggest importer of recyclables, closed its doors in January to all but the cleanest and purest recyclable materials from places like Canada. Some municipalities like Halifax are resorting to burning their recyclable plastics or burying them in landfills.

Kelleher says consumers' busy lifestyles have fuelled a growing appetite for takeout, ready-to-eat food, and small, individualized packages like coffee pods — typically packaged in plastic.

Because of the way recycling plants are designed, many small items are harder to sort than fewer large items. Lighter materials, like plastic, are also less efficient to process because materials are sold by the tonne but the capacity of trucks and processing plants is limited by volume. And recyclables can't be compacted like garbage because that makes sorting too challenging.

The consequences of all these changes are ballooning costs and flatlining or even declining recycling rates in many cities. In Ontario, the cost of recycling has more than doubled since 2002, while recycling rates have barely budged, says Calvin Lakhani, a post-doctoral researcher in waste management at York University in Toronto. He says jurisdictions across Canada, Europe and the U.S. have the same problems.

A further complication is that many newer types of plastic packaging, such as the resealable flexible pouches used to package frozen vegetables and baby food, for example, aren't recyclable in conventional plants but often find their way into blue bins.

That's contributed to another big problem: Growing levels of contamination. Non-recyclable materials ranging from some types of plastic packaging to globs of peanut butter are finding their way into blue bins, further hiking costs, complicating logistics and making it harder to sell the material so it can be turned into new products and offset the cost of recycling.

Toronto's recycling contamination rate has soared to an average of about 25 per cent in recent years.

Jim McKay, the city's general manager of solid waste management services, says every percentage point increase in contamination costs an extra \$600,000 to \$1 million a year. That's largely because it requires extra time and labour to collect contaminated material and dispose of it in the landfill.

Part of the problem is that household sizes are shrinking and more and more people are living in apartment and condo buildings in cities like Toronto.

Many buildings require residents to go all the way downstairs and outside to empty and sort their recycling into common bins. That discourages recycling and increases the likelihood that a bin will be contaminated.

But the biggest factor might be that most people aren't clear on what's recyclable — something that varies from community to community and is constantly changing.

So what to do?

Obviously, the onus can't be on the public to adapt their lifestyles to suit the recycling system. So it's governments and recycling systems that are going to have to adapt.

The most obvious solution is technology.

Deploying new technology at plants that process recycling can both:

1. Clean up contamination so the recovered materials are pure enough to sell to both domestic markets and importers like China that have raised their standards.
2. Adapt to new kinds of packaging.

Of course, cutting-edge recycling technology doesn't come cheap, especially at a time when recycling costs per tonne are rising.

That means municipalities need to look for creative solutions for funding recycling programs.

The "New" Economics of Recycling

This message is particularly poignant because 50 years ago only two cities, San Francisco and Madison, Wis., had curbside recycling programs. Both collected newspapers put in paper bags on garbage collection day. The newspapers were placed in racks underneath the truck's waste compaction unit. Madison's program was brand new, and I'm not sure when San Francisco's started.

Both programs faced the same market fluctuations we are facing today. Prices were high when demand for old newspapers was high and low when the demand was low. This reality has not changed for the last 50 years. I don't know how many times recycling markets have gone up and down in the last five decades, but I remember that when I started at the U.S. Environmental Protection Agency (EPA) in the summer of 1976, prices were slumping, and the 100 or so curbside recycling programs were grappling with lousy markets along with the rest of the paper recycling industry.

In 1987, the garbage barge radically changed recycling. The Flying Dutchman of Trash launched thousands of local recycling programs. Those new programs promptly swamped recycling markets, creating probably the worst pricing collapse the recycling industry has experienced. However, manufacturers saw opportunity in the surge of new raw materials. Newspaper deinking mills were built to handle this new material, as were a number of mills that produced deinked paper fibers for other uses. Plastic recycling markets also grew in response.

Since then, we have seen five market slides and four rebounds. Three were caused by a downturn in the overall economy. The price collapse in response to the closure of factories for the Beijing Olympics in the summer of 2008 was different because it was exacerbated by the Great Recession. Nonetheless, a year later, paper recycling prices were slightly higher than a year before. As had happened after previous price collapses, we quickly forgot that recyclables are commodities with fluctuating values. Instead, we moved forward as if nothing had happened, and we had no future worries about markets.

Granted, our current market doldrums are unique. This time they are caused by an artificial imbalance in supply and demand caused by the decision of the Chinese government to establish specifications for imported recyclables. These new specifications, with a limit of 0.5 percent contamination, will be particularly challenging for American, Canadian and European mixed paper and mixed plastics recyclers.

A different problem faces corrugated boxes. They constitute more than half of the recyclable paper China imports because of their long, strong fibers. They are also a far cleaner grade than mixed paper, especially corrugated boxes from commercial accounts. Yet, uncertainty over inspection procedures is causing problems. Paper recyclers are understandably reluctant to ship bales of old corrugated cardboard (OCC) until they know that inspections will be consistent and predictable.

Recycled paper and plastic markets will face turbulence for at least the next 12 months. However, just like in the early 1990s, markets will adjust. E-commerce has increased the amount of brown paper in the residential mixed paper stream. Some mills will change their stock preparation systems to mine this material. A new paperboard mill will be built in Ohio with mixed paper as a primary feedstock. Two companies have already announced plans to grind and pelletize mixed plastics and ship the pellets to China.

Will we learn anything from this latest price collapse, or will we once again run around like chickens without our heads when the next one happens? Clearly, we need to learn how to provide buffers from down markets and opportunities from up markets and start applying those solutions. Casella Waste Systems' monthly Sustainability/Recycling Adjustment that it charges commercial and residential contract accounts is one promising option.

Whatever the solution is, let's learn from our mistakes, not repeat them.

Chaz Miller is a longtime veteran of the waste and recycling industry. He can be reached at chazmiller9@gmail.com.



THE PLASTICS DEBATE

Canada's Environment Minister Wants To Make Plastic Waste A Global Issue

Canada's minister of environment and climate change, Catherine McKenna, recently offered more details on plans to use the June G7 Summit in Quebec as a platform to advance the country's plastic waste reduction agenda. "We are looking at a zero-plastics-waste charter," she said, as reported by CBC News. "We could build on goals like having 100% reusable, recyclable or compostable packaging."

McKenna cited recent sustainability discussions from big companies such as Unilever and Coca-Cola as a sign that momentum was building. Canada hopes its own action on plastic microbeads can be a model for other countries to follow, and that this can spread to the broader group of G20 countries.

The comments were met with support — and a dose of skepticism — in the Canadian media. Both CTV News and the Toronto Star ran pieces calling on the national government to lead more by example on the issue. Opportunities for further action by provincial governments, such as container redemption programs, were also highlighted.

Prime Minister Justin Trudeau first mentioned Canada's plastics agenda earlier this year, and it fits into the broader global conversation being driven by the European Union. The topic has received ongoing attention from the United Nations, Ellen MacArthur Foundation and many others in recent years.

The 2017 G7 Summit also included a workshop on marine litter, which came out of an action plan signed at the 2015 G7 Summit in Germany. This marine litter focus has led to numerous investments by Closed Loop Partners, The Ocean Cleanup and others in an attempt to reverse course on ocean pollution.

It has become increasingly popular for government officials to set bold goals around plastic, as seen with Canada and the U.K. The U.S. Environmental Protection Agency has also said marine plastic is still an active priority. Translating those ideas into results is often more complicated. For example, around the time Trudeau was talking up this environmental agenda in Davos the national government was approving a \$35 million grant for plastics manufacturing.

While this may signal hypocrisy to environmental groups, it also represents the intricacies around plastics reduction or recycling. Barring a major shift in modern society, plastic will continue to play a role. Some consensus is building around limiting single-use items such as bags or straws. Containers or packaging can be addressed through extended producer responsibility or redemption programs.

The role of multinational packaging manufacturers, and recycling service providers, adds another layer to the discussion. All of this makes for a topic that is perfect for a global summit in theory, but remains a national and local issue in practice.

Taiwan Announces Ban on All Plastic Bags, Straws, and Utensils

All single-use plastic must be phased out by 2030.

Ordering take-out, picking up groceries, buying a soft drink — these are all activities that will change over the next decade in Taiwan when the island nation imposes a blanket ban on single-use plastic bags, straws, and cups, according to the Hong Kong Free Press.

It will be one of the farthest-reaching bans on plastic in the world, and it demonstrates the momentum of the anti-plastic movement as the scale of environmental harm caused by the substance is fully realized.

Taiwan's ban will be phased in over time and builds on existing regulations like an expanded recycling program and extra charges for plastic bags, according to the science website Phys.

The first part of the regulation includes banning chain restaurants from giving straws to customers in 2019, and then an overall ban on straws in dining outlets by 2020.

Retail stores will be charged for providing free plastic bags, disposable food containers, and utensils in 2020 and additional fees will be added in 2025.

These measures will culminate in a flat-out ban on single-use bags, utensils, straws, and containers by 2030, Hong Kong Free Press reports.

Taiwan's announcement is in response to the scale of plastic pollution.

Globally, around 380 million metric tons of plastic are being created annually. Meanwhile, an estimated 8 million metric tons of plastic enter the oceans each year, which is like emptying a garbage truck of plastic into an ocean every minute.

The announcement is also part of a larger movement against plastic in the world as governments realize that the convenience of plastic is not worth the harm it causes.

The UN recently proposed a global ban on plastic pollution entering the oceans; Canada is planning to introduce a similar proposal at the G7 gathering later this year; and a range of local, state, and federal governments are enacting targeted and sweeping bans on plastic use.

Each day, US citizens use about 500 million straws, according to Eco-Cycle. Considering the US accounts for just 4.4% of the global population, the global number of straws used daily is probably much higher.

Almost none of these straws can be recycled because they're generally made from single-use plastic and are so flimsy that they can't endure the recycling process.

So businesses, cities, and even countries are getting rid of them.



Plastic Bags No Longer Accepted Into Saskatoon Recycling Bins



As of April 1, Saskatoon residents are no longer allowed to recycle plastic bags into the city's blue bins. Along with plastic shopping bags, the new rule applies to saran wrap, bread bags and plastic food packaging.

City council voted in favour of Loraas Recycle and Cosmopolitan Industries, the two companies responsible for city recycling, removing plastic bags from the blue bin program. The companies said they could no longer find a market to buy the low-grade plastic.

Naomi Mahilewicz, with the Saskatchewan Waste Reduction Council, said the change will come as a wake up call to some residents.

Mahilewicz urges shoppers to use reusable bags at the grocery store. She said her personal favourite are those made of nylon, which are more durable than cloth.

For produce and some bulk items, Mahilewicz said she uses clear mesh bags. She also suggests washable zippered pouches that can replace ziploc bags in your lunch box.

When it comes to the widespread use of plastic bags, Mahilewicz said it's up to consumers to make a push for change. She suggests talking to stores about not offering them and complaining to companies that do.

Mahilewicz said a full-on plastic bag ban is not likely in Saskatoon yet because they don't make up the majority of what's in the garbage. She said the City of Saskatoon is more likely to target improvements to organic waste disposal and composting.

"That is such a huge volume of what we throw out and so easy to divert that I think we'll see them picking some of the more lower hanging fruit first," she said. "And then eventually as those start to change and we all have curbside composting, they're going to start moving away from some of those smaller things like plastic straws, plastic bags and some of those single-use plastic items."

If you want to get rid of some of the plastic shopping bags you have lying around, you can take them to food banks, daycares or preschools, which have a number of uses for them.

Or, they can always be used for picking up dog poop.

New Materials; New Recovery Methods

Some packaging materials simply may not belong in the traditional blue box either now or perhaps ever. For other newer types of plastic packaging, it may be that recycling technology just needs time to catch up.

And for still others, maybe a completely different approach is what's needed. The success of polystyrene foam depots in Quebec, and plastic bag take-back programs at retail outlets demonstrate that there's no single, 'best' answer for waste diversion, coast to coast.

“Flexible” packaging - such as chip bags, juice pouches, standup pouches - and smaller packages like pudding cups are all used by consumer product manufacturers for an important reason: they keep products fresh and safe while at the same time, reducing packaging and contributing to lower greenhouse gas emissions throughout the whole product lifecycle.

But these packages can challenge traditional recycling programs for three key reasons:

1. Materials laminated together can be difficult to separate for recycling.
2. Some items are in small sizes and volumes that are difficult to separate for recovery.
3. Evolving end markets and technologies often take time to catch up with newer, innovative materials, packaging and products that provide substantial environmental and economic benefits.

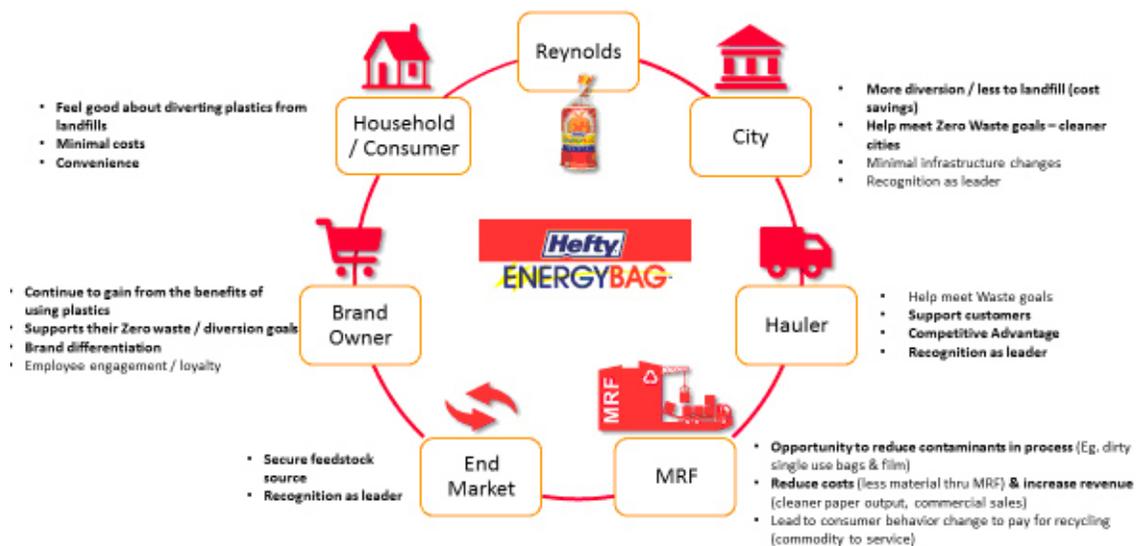
This raises an important question: what other ways are there to enhance diversion of challenging packages - either as short or longer-term solutions?

The Hefty® EnergyBag™ program is an innovative way of 'thinking outside the box' and applying new recovery solutions that address packaging end-of-life challenges. Pilot and full-scale programs in US communities show the Hefty® EnergyBag™ can divert impressive amounts of material that challenge the traditional blue box system. To date, over 44,500 orange bags have been collected, representing approximately 25 tons of non-recycled plastics being diverted from landfills.

In the Hefty® EnergyBag™ programs, consumers purchase distinguishable, branded orange plastic bags for used plastics that wouldn't usually be accepted in their blue boxes. This could include flexible plastics, like chip bags, frozen fruit and vegetable bags, microwave pouches, plastic dishware, straws, foam clamshells utensils, toothpaste tubes, packaging peanuts and much more. When the bags are full, consumers place them in recycling carts or bins and set them at the curb to be picked up on their regular recycling day.



Collaboration is the Key to Success



When they arrive at the MRF, the Hefty® EnergyBag™ orange bags are pulled off at the front-end of the MRF, baled and shipped to an approved energy recovery facility to be converted into new energy sources, such as diesel fuel. The orange bags are never opened and do not go through the MRF. The goal is that in future these technologies can be used to create a feedstock to make new plastic resins – providing for a circular economy model of using plastics to make new plastics. Removing these loose, non-recycled plastics from the MRF stream improves the quality of the regular recyclables.

Through detailed composition audits, the Hefty® EnergyBag™ program has found that the quality of materials collected is acceptable for use in energy recovery technologies, contributing to a significant decrease in the amount of material sent to landfill.

Participating communities have identified positive impacts of the Hefty® EnergyBag™ program, among them:

- convenience and consistency for consumers (85% of one pilot's participants indicated they would continue to participate following completion of the pilot program)
- increased waste diversion with no significant changes to infrastructure and processes
- significant reduction in contamination of materials in the MRF
- overall cost reduction due to fewer materials sent to landfill
- recovery end markets gain, clean feedstocks from the separated materials
- sources of energy-rich feedstocks for energy recovery facilities

Although we all acknowledge it's best to maximize how much we recycle, for those plastics that aren't recycled diversion, programs like the Hefty® EnergyBag™ program can help to increase the overall diversion rate of these materials. Alternative and additional opportunities can support traditional diversion programs to help achieve sustainable materials management (SMM) and low carbon circular economy objectives.

The Hefty® EnergyBag™ program may not be right for every community. However, alternative approaches like this, which complement recycling programs, are valuable for the additional diversion that can be achieved and also, for the avenues of inquiry that enhance conversations about how to manage the changing material mix and promote greater waste diversion. In addition, they will help support the development of energy recovery technologies (such as pyrolysis), which will get us to the closed-loop 'from plastics to plastics' circular model we are all striving for.

Nespresso Joins BC In Recycling Coffee Pods

This initiative is part of global Nespresso program The Positive Cup.

Nespresso, in partnership with Recycle BC, has launched its Green Bag pilot project in Vancouver to make it easier for people to recycle the popular coffee pods.

As of March 2018, City of Vancouver residents can put their used capsules in a sealed recyclable Green Bag provided at no extra cost by Nespresso Canada when coffee capsules are purchased. The bag is placed into the recycling bin.



The aluminum is repurposed and the coffee grounds are transformed into a high-quality compost used by farms at no additional cost to citizens or municipalities.

Once collected by Recycle BC, the capsules are shipped to a partner where they undergo a technological process -- the first of its kind in Canada -- which mechanically separates the coffee grounds from the aluminum. The aluminum is repurposed and the coffee grounds are transformed into a high-quality compost used by farms at no additional cost to citizens or municipalities, according to a news release by the City.

This initiative is part of global Nespresso program The Positive Cup.

“As the only program in North America that is financed by the companies that produce packaging and paper products to operate the recycling system from collection through to processing the materials, we have a unique opportunity to collaborate with companies like Nespresso,” says Allen Langdon,

Recycle BC Managing Director, in a statement. “Through these partnerships, we can make recycling easier for residents, ensuring more material is recycled and less goes towards landfill.”

This is the second phase of the pilot project, following its implementation in Coquitlam and Anmore in May 2017.



U.S. Moves Closer To Tougher Driver Training Standards

Entry-level truck drivers in the U.S. will face newly mandated training requirements as of Feb. 7, 2020.

But the new training standards set out by the U.S. Federal Motor Carrier Safety Administration (FMCSA) will not define the minimum number of in-class or in-cab training hours, as previously advocated for, says Laura McMillan, vice-president of training and development at Instructional Technologies. Instead, a registered carrier will need to certify that someone with a Class A or B learner's permit is "proficient" in 31 topics before a road test can be scheduled.

Those with a learner's permit before Feb. 7, 2020 will be allowed to complete their licensing under the old requirements, as long as it's done before the permit expires.

McMillan, who is also a member of the FMCSA's advisory committee to suggest and approve the new regulations, offered an update on the tightening training regime during the Truckload Carriers Association's annual convention.

The 31 topics are divided into 12 areas, with each area given a recommended method of delivery and a placement in training curriculum. However, there are few hard and fast rules for how the curriculum should be delivered.

Categories will include basic operation, safe operation, advanced operating practices, operating systems, reporting malfunctions, and non-vehicle activities for the classroom portion, skills on the range and on the road, and specialized information for those dealing with hazardous materials, school buses, or passengers.

Trainees will be able to take the in-classroom portion of the training in a traditional classroom, online, or through a combination of both. And the in-cab portion of the training can be done, in part, through the use of simulators to help trainees experience extreme weather and driving conditions, but it is not necessary to include a simulator component.

While the FMCSA regulations say driver trainees must be "proficient" in each of the 31 topics, there is no definition of what "proficient" means in the regulation. McMillan says the generally accepted definition of "proficient" is when the student can complete a task successfully eight times out of 10, but the definition is still subjective.

While the FMCSA committee originally wanted there to be a required number of in-class and in-cab hours, much like Ontario's 103.5 mandated hours, McMillan says the feedback the group received from the industry pressured the committee to change its mind and go with the current system instead.

Those in the U.S. military who currently use their vehicle endorsements and training to transition into trucking will still be able to obtain a commercial driver license through that program if their state allows it.

All training schools will have to be registered with the FMCSA — even if they belong to a group or association that maintains elevated curriculum standards. However, there is currently no active q

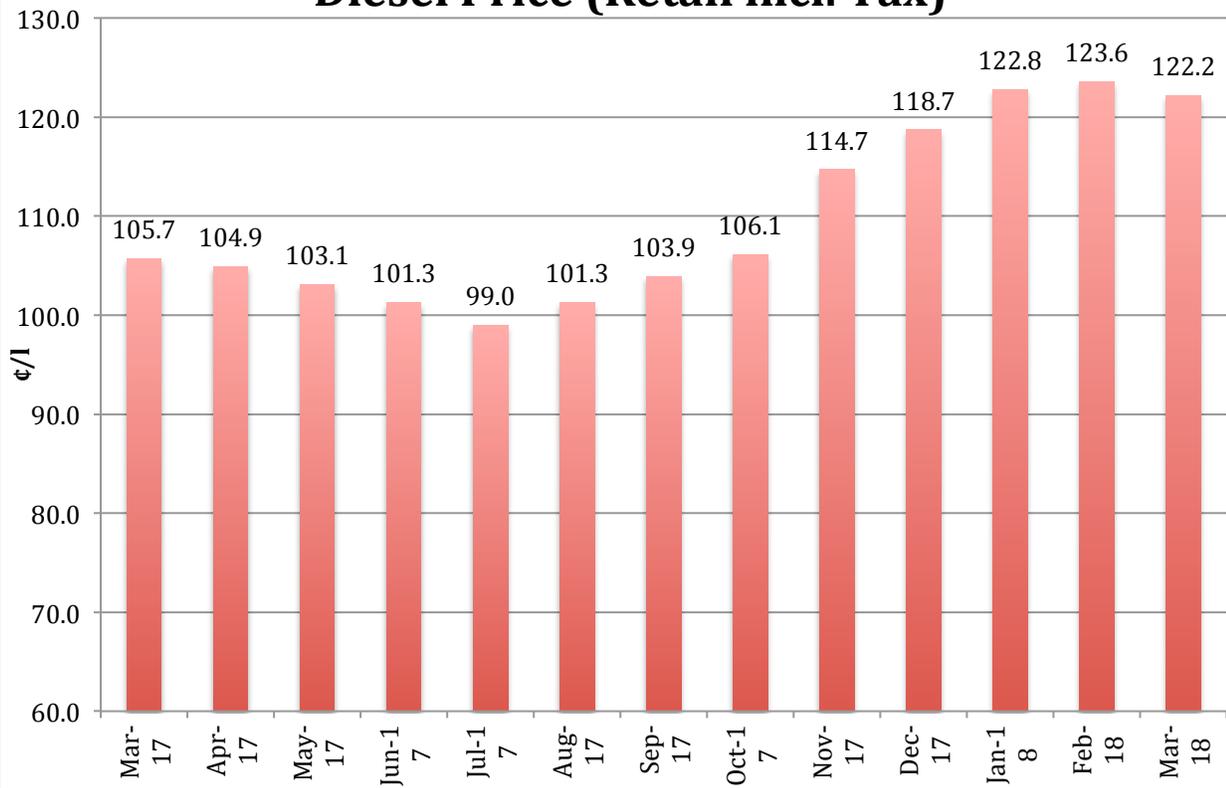
Schools will also be subject to periodic reviews and audits by the FMCSA once they are registered, but there is currently no timeline or mechanism for how that will be carried out, either.

Once the training is completed, training schools will have to submit their certification and have it received before a trainee is allowed to schedule their final road test. This closes a current loophole that allows tests to be completed and passed before evidence of training is submitted.

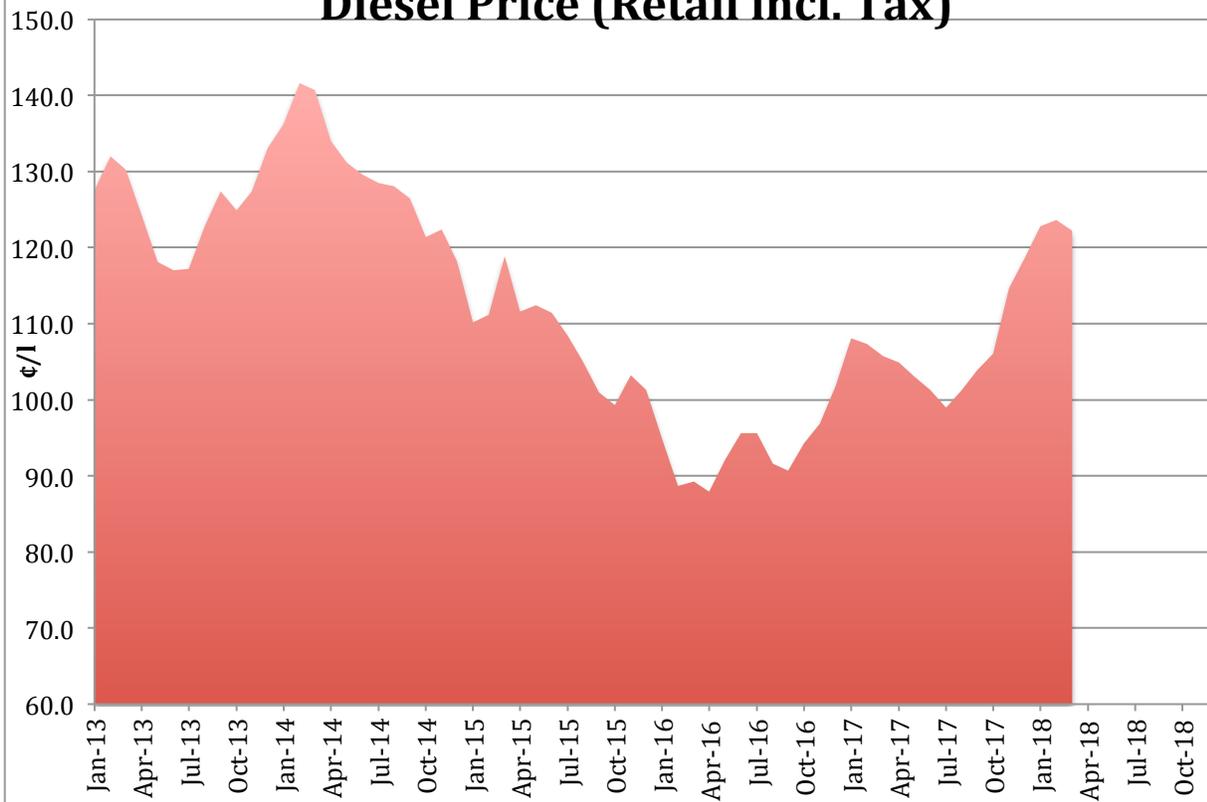
That system will be an online, automated portal, which has yet to be designed.

McMillan says she expects the developments that still need to be made will come with a "reasonable buffer" period for schools and drivers, and will be rolled out hopefully over the next year.

Diesel Price (Retail incl. Tax)



Diesel Price (Retail incl. Tax)



Commodity Prices



Commodity Prices

