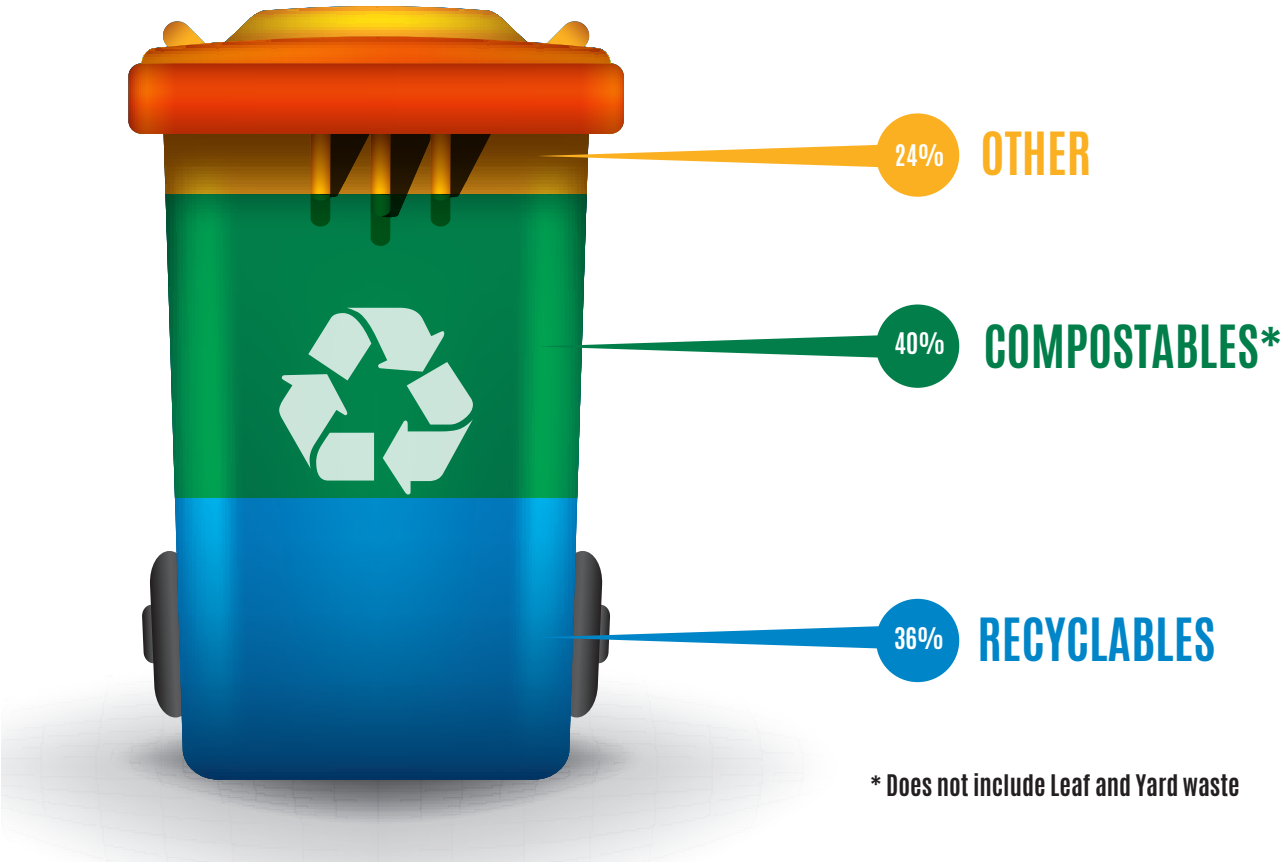
**Board of Directors Meeting Highlights**
**Held on March 17th, 2022 at 8:30 AM**
**as a Virtual Meeting**

Bluewater Recycling Association

## Association Able to Offer Green Bin Organics Collection Program

After Food Waste Action Week we are pleased to make to launch this initiative. In 2004, the Bluewater Recycling Association completed an operational review that would become the roadmap to its future services. It was at that time that we made the decision to implement single stream recycling using an automated collection system using wheelie bins with the vision to add organics collection services in the future since it forms the largest portion of our waste stream.

The future is now. The Association always had the ability to collect organic materials, but it did not have access to a reputable processing facility to deliver the material for conversion. Today we are pleased to announce we have access to two options with the assistance of Try Recycling and Storm Fisher. Each partner uses different technology that result in different end products to satisfy your environmental commitments.



The new service would add a “green” bin to your current collection services to gather compostable materials.

The same truck would collect the materials and keep them separate.


Because our organics consist of most of the waste in the black bin and they are the most offending in terms of odour, the collection of the “green” bin would occur on a weekly basis. To keep the collection system as efficient as possible, we recommend that the remaining waste in the black bin be collected every other week. Recycling would also be collected on a biweekly schedule. The new collection schedule could look something like this:

| Week | Green- Organics | Blue - Recycling | Black - Waste |
|---|---|---|---|
| 1 | Collected | Collected | |
| 2 | Collected | | Collected |
| 3 | Collected | Collected | |
| 4 | Collected | | Collected |

If you are interested in exploring the potential, contact Francis at francis@bra.org or call 800.265.9799 extension 225.

## Food Waste Action Week Aims To Teach Canadians How To Produce Less Food Waste

Canadians produce nearly 10 million tonnes of greenhouse gases each year, simply by wasting perfectly edible food at home; however, there are plenty of simple actions everyone can take to help prevent unnecessary food waste.

In 2022, from March 7 to 13, Canada joined with environmental charity WRAP for the first global Food Waste Action Week, with the goal of driving home the message, "Wasting food feeds climate change." The international week of action will be delivered through the National Zero Waste Council, an initiative of Metro Vancouver, and its well-known Love Food Hate Waste Canada campaign.

Sixty-three percent of the food Canadian households throw away is considered avoidable, meaning it could have been eaten. Nationwide, that amounts to almost 2.2 million tonnes of edible food wasted each year, at a cost of more than $17 billion. The environmental impact of this waste is equivalent to 9.8 million tonnes of CO2 emissions, or 2.1 million cars on the road.

Globally, around one-third of all food produced is lost or wasted, which accounts for between eight and 10 percent of total greenhouse gas emissions. Fighting food waste at home has a direct impact on these emissions. Every tonne of household food waste that is avoided is the equivalent of taking one car off the road each year.

To participate in Food Waste Action Week, Canadians were encouraged to use the food-saving tips shared on the Love Food Hate Waste Canada social media channels (Instagram, Facebook, and Twitter) and through the #foodwasteactionweek hashtag. From storing food correctly, to using up leftovers and making sure none of the food we love goes to waste, every small change can make a big difference.

Food Waste Action Week has the support of Love Food Hate Waste Canada strategic partners and other businesses, non-profits, government organizations, and citizens working across Canada in the fight against food waste.

## State of Organics: Ontario

The days of disposing of organic waste in landfills in Canada may soon be coming to an end. As a signatory to the Paris Climate Accord and with the commitment to reduce greenhouse gas emissions to reduce emissions by 40-45% below 2005 levels by 2030, the federal government has just focused its attention on Canada's landfills and the methane they release.

A 2021 report from Environment Canada and Climate Change (ECCC) stated municipal solid waste landfills are responsible for almost 23% of Canada's emissions. It should as no surprise that the government wants to lower these emissions as part of its commitment to honour the Paris Accord.
The ECCC recently took the first step to curbing emission from landfills with the recent release of a discussion paper on new measures to reduce pollution from landfills. Included in the proposed measures is increased diversion of biodegradable waste from landfills.

The organic waste sector in Ontario has long been a proponent for the diversion, if not outright ban, of organics to landfill. With the increased focus in a growing number of jurisdictions across North American on renewable natural gas and growing interest in green hydrogen, the calls for organic waste as a feedstock for generation of these two fuels is beginning to be heard by investors, politicians, and the general public.

In Ontario, the current government has been slow to the understanding that organic waste is a valuable feedstock in the production of energy. The Food and Organic Waste Policy Statement was released in 2018 under the Resource Recovery and Circular Economy Act, 2016. It includes resource recovery of food and organic waste.

The outright banning of organic waste from landfill is currently being practice in some countries in Europe and even in five U.S. states. With Canada's international commitments, the release of the ECCC discussion paper, and growing voices from industry and environmentalists alike, the day a landfill ban for organics may be coming in Ontario sooner than later.

It's one thing to ban organics from landfill, it's another to prepared for utilizing it as a feedstock. As of today, Ontario does not have the capacity to manage all the organics that could be utilized as feedstock for anaerobic digestion or composting.

A recent report on Ontario's organic waste industry by Ecostrat Inc. for The Atmospheric Fund (January 2022) provides an overview or the total amount of solid and liquid recyclable organic feedstock ("ROF") and source-separated organics ("SSO") generated in the province. It also assesses the current capacity for recycling and disposing of the feedstock and related tipping fee costs.

In summary, the report identifies a potential surplus supply over one million tonnes per year of organic waste in Ontario. It counts a total of 24 ROF-consuming anaerobic digesters in the Ontario that can have an intake capacity of approximately 360,000 tonnes per year with four more AD's currently under construction.

## Windsor Joins Regional Organic Waste Project To Meet 2025 Diversion Target

The City of Windsor decided to join a regional organic waste program to help it divert its organic waste away from the landfill.

City councillors unanimously agreed to join a regional food and organics waste management project, run by the Essex-Windsor Solid Waste Authority (EWSWA). The program is being offered to abide by provincial legislation that requires regions to divert organic waste away from landfills by 2025.

The City of Windsor is required to provide curbside collection of food and organic waste and must divert 70 per cent of its organic waste. Meanwhile, smaller communities — Leamington, Amherstburg, LaSalle and Tecumseh — only have to divert 50 per cent. These regions also don't need to provide curbside collection, but instead can do a public, drop-off depot or create a community composting area. Kingsville, Essex and Lakeshore are currently exempt due to their population size.

In 2020, the city hired a company, GHD, to create a waste management plan. Last year, council approved another company to perform a third party review on the plan presented by GHD. The review recommended that all local municipalities should join together in a regional plan.

This regional plan would see the municipalities sign on to a short term contract with a service provider.

Municipalities have until March 31 to sign on to the regional plan, at which point EWSWA will look to sign a short-term contract with a waste processing provider.

So far, Leamington and Amherstburg have "committed" to a regional approach, Lakeshore has agreed "in principal" and LaSalle has expressed its interest to Essex County.

After March, EWSWA's Food and Organic Waste Management Oversight Committee will continue to work on a permanent, long-term food and organic waste processing solution. A "significant amount of effort" needs to be put forward to establish a long-term program.

EWSWA needs to look into permanent solutions as the Ministry of Environment, Conservation and Parks has said that the province is looking to implement a ban on organic disposals in landfills and is tentatively planning for it to start in 2030.

## Treating Food Waste With Egg-Shaped Micro Digestors To Produce Biogas

MyGug offers egg-shaped micro digesters to transform food waste into renewable energy and fertilizer. The digestors are uniquely shaped to provide ideal mixing conditions, heat gain, and lack of odour. The digestors also vary in size, allowing users to treat food waste on-site, eliminating problems associated with transportation, storage, and contamination of food waste.

Kieran Coffey has been a design engineer for water and wastewater projects for over 25 years. With his egg-shaped micro digesters named MyGug, he wants to make it easy for everybody to treat food waste.

There are reported to be over 30 million small-scale anaerobic digesters in China, most of them buried in the ground and many in rural areas. These digesters provide a way for communities to deal with all their organic wastes locally, creating millions of micro circular economies.

The egg shape has been used for decades in many large municipal wastewater treatment plants. The egg shape provides ideal mixing conditions as there are no corners within the tank and this aids excellent mixing. There are numerous other advantages too: the egg shape is extremely strong, reducing material usage in the product; an egg is ideally shaped for solar heating gain and probably most importantly as a consumer product; and an egg is a very attractive shape.

As with most new green technologies such as Tesla cars and solar panels, we are seeing a small cohort of people who are already convinced and are our early adopters, but as we scale and our prices reduce we see an enormous market for our products. Having one of our digesters is like having a bin that

doesn't fill, a gas cylinder that doesn't empty and an unlimited amount of liquid bio-fertiliser for growing more food. We look forward to convincing many people of the benefits of micro anaerobic digestion!

Micro digesters for treating food waste allow the technology to be available to customers using MyGug in small commercial and domestic contexts. We are making it possible for our customers to create their own micro circular economies by treating their food waste on site and eliminating the problems associated with the storage and transport of food waste as well as creating biogas and bio fertilizer for their own use.

All the digesters are heated and insulated, and operate at mesophilic temperatures. Both our premium domestic digesters and our commercial digesters are fully automated. This allows our digesters to operate year round in temperate and colder climates. They also have IoT capabilities designed into the units, which allows for remote monitoring and backup support to the customers. The IoT capabilities also provide us with valuable data to ensure our product is serving the customers well.

The smallest domestic digesters are designed to treat 0.55 tonnes of food waste per year and will cater for a household of six persons. This equates to an average of 1.5 kg per day, but there is a balance tank so this figure can be between zero and up to approximately 15 kg of food waste per day. MyGug has various sizes depending on the needs of the customer.

Our target group for the commercial units includes small food producers, cafés, hotels, nursing homes, golf courses and schools. For the domestic digesters, the target group is home owners with outside space. The digesters are ideal for those who are interested in gardening and horticulture as the liquid biofertilizer that our digesters produce is ideal for growing food and fertilizing shrubs.

The advantages of small-scale digesters are numerous and include:

- Convenient and quick food waste disposal for the user
- Environmentally friendly
- No odour or vermin issues as the system is fully enclosed
- Nutrient value of the food retained and reused locally in the form of liquid fertilizer
- Use of biogas for cooking and heating (offsetting use of fossil fuels)
- Reduced carbon footprint associated with the transport of waste
- Reduced disposal costs for the user
- Reduced energy/gas costs as the biogas produced is used for cooking
- No mixing of food waste with other municipal wastes (where there is no brown bin collection), resulting in zero contamination and emissions associated with segregation of wastes or landfilling
- Less likelihood of contamination of waste as the householder or business owner is responsible for their own system.

There is a great need to empower people to play a part in reducing the carbon footprint associated with traditional food waste disposal methods. They provide a clean abundant source of energy (biogas) which is available all year round to the consumer (unlike solar and wind), a reduction of waste disposal and associated energy costs, and provision of free and abundant on-site cooking energy and liquid fertilizer for one's own use.

MyGug will operate in all weathers and climates from -20 deg C to +40 deg C.

## Ontario Is Running Out Of Landfill Space

For all the recent talk of a circular economy, Ontario's is more like a linear pipeline: Resources are extracted, used once, then disposed of.

The province committed long ago to diverting more refuse into recycling and reuse programs, but missed the mark widely. This leaves it heavily reliant on landfill sites – its own, and those of neighbouring U.S. states.

Its own are filling up quickly. According to the Ontario Waste Management Association (OWMA), an industry lobby group that tracks available capacity, the remaining space will be exhausted by 2036.

In September 2018, the Ontario Ministry of Environment received a report from two consultants, GHD and Policy Options, examining Ontario's landfill capacity needs. That report concluded Southeastern Ontario would run out of currently approved landfill capacity as early as 2030, and Southwestern Ontario by 2035. The consultants recommended officials begin planning for new capacity immediately.

Instead, in 2020 the government of Premier Doug Ford changed the province's Environmental Assessment Act, introducing a new provision that granted municipalities the power to veto landfills. Bill 197 (also known as the COVID-19 Economic Recovery Act) represented one of the biggest changes to waste management practices in Ontario's history. As long as the Bill 197 veto remains in place, opening new landfills is virtually impossible.

According to data from the World Bank, Canadians produce more waste than people of almost any other nationality, with the notable exception of those from small island nations like Bermuda and Puerto Rico, where hordes of tourists are a factor. OWMA estimates that Ontarians send about 12 million tonnes of waste to landfills annually. That works out to 2.21 kilograms per person per day, on par with the average American.

Partly, this wastefulness is rooted in economics. According to a report released by the Council of Canadian Academies in November, virgin materials and disposal charges are cheap throughout Canada, which creates economic disincentives for waste reduction and the use of secondary materials.

That's particularly true in Ontario, which enjoys the lowest tipping fees of any province. Disposal costs are even cheaper in Michigan and New York. So, despite the high costs of trucking garbage long distances, Ontario has long exported nearly a third of its trash to the U.S.

Ontario has aspired to do better. In 2004 – amid mounting protests from Michigan residents over trans-border waste shipments – the province announced ambitious plans to divert 60 per cent of its waste from landfills. But wishful thinking wasn't enough: When the province's Auditor General checked in 2010, he found that the diversion rate was just 24 per cent. (According to the World Bank, the average diversion rate among high-income countries is 35 per cent.) The situation has changed little since then.

There are bright spots: The City of Ottawa, for instance, produces less than 1 kilogram of waste per capita per day, far below the North American average. But whatever progress municipalities have made with blue and green bin programs has been overshadowed by increasing waste from industrial, commercial and institutional sources, which generate more than half the province's trash. Ontario is considered a laggard in comparison with European countries, but also among Canadian provinces.

Just outside the Town of Ingersoll, in Oxford County, Carmeuse Lime and Stone's Beachville quarry was – until recently – on track to begin a second life. Walker Industries planned to establish Ontario's first major new landfill site in decades in a mined-out section of the quarry. Early in 2020, having spent more than $15-million, the company was nearing the end of an eight-year environmental review of the project, which it called its Southwestern Landfill.

The province hasn't approved a major new landfill since the Taro Landfill in Stony Creek, in 1996. Even before Bill 197, opening a new landfill was no cakewalk. Decades ago, the province introduced standards on groundwater protection, air emissions, leachate control, buffer areas – all issues that must be addressed during the environmental assessment process.

For landfill proponents, there was a silver lining: the Ministry of Environment almost always said yes. According to a Globe analysis, of the 50 EAs for new landfills, expansions and other waste management projects submitted since 1996, only two were refused. That didn't sit well with many smaller municipalities, and it set the stage for an epic battle over rubbish – one that pitted them against the province's megacities and the waste management industry.

That led to Bill 197. Passed in 2020, it required that, prior to commencing an environmental assessment, a landfill proponent obtain a copy of a local municipal council resolution indicating that the council supports the project. If the site is located within 3.5 kilometres of a border with an adjacent municipality, the proponent needs to obtain a separate resolution from that council as well.

The Southwestern Landfill would have been located in the Township of Zorra. Ingersoll and the Township of Southwest Oxford are both within 3.5 kilometres. All three municipalities passed motions saying they wanted nothing to do with Walker's landfill.

According to the Ministry of Environment, the Bill 197 veto doesn't apply to expansions of existing landfills. Even before Bill 197, expansions were easier to pull off than new construction. According to OWMA, since 2016 Ontario has approved seven expansions totaling more than 47 million tonnes of new capacity. (An expansion of the nearly full Ridge Landfill near Blenheim, Ont., approved in 2020, accounted for well over half of that.)

Consequently, over time Ontario has become increasingly reliant on a dozen or so "megadumps." But there are physical limitations. You can only build high for so long, and then you start to get into slope stability issues.

According to provincial forecasts, Ontario will produce 17 million tonnes of waste each year by mid-century, and will need 16 new or expanded landfills. Industry officials claim that even before Bill 197 the province was heading for trouble.

Not all Ontarians would be affected equally. many municipalities, particularly small- and medium-sized ones, have sufficient capacity to meet residential waste needs for as long as half a century. They protect that capacity carefully, for example by charging high fees for commercial waste so that it flows elsewhere. Densely populated municipalities like Toronto, York and Peel, on the other hand, lack sufficient available land for large new landfills, and long ago began shipping their waste farther afield. Some large cities, along with generators of industrial and commercial waste, now depend on a handful of privately owned landfills, most of which are accepting close to their annual limits already.

## Coors Light To Eliminate Plastic Ring Packaging By End Of 2023


In Canada, Coors Light's transition from plastic rings to its new cardboard packaging is planned to be completed by the end of 2023.

Coors Light will eliminate plastic rings from packaging where Molson Coors owns the brewing operations. To support the move to more sustainable packaging, Molson Coors Beverage Company will invest $85 million, enabling Coors Light to begin the transition to fully recyclable and sustainably sourced cardboard-wrap carriers later this year.

The Molson Coors investment will upgrade packaging machinery, which will also allow the company's entire North American portfolio of brands to advance to cardboard wrap carriers by the end of 2025. In total, the move by Molson Coors will save 1.7 million pounds of plastic waste annually. In 2021, Molson Coors removed plastic rings across all major brands sold in the United Kingdom, including Coors and Carling, and transitioned to recyclable cardboard sleeves. Molson Coors in Canada moved to more sustainable plastic rings in 2021 as an initial step and commits to eliminating plastic rings entirely.

In Canada, Coors Light's transition from plastic rings to cardboard packaging is planned to be completed by the end of 2023. In the spring of 2022, Coors Light in Canada also plans to support Plastic Bank in its mission of helping prevent plastic from entering the world's oceans in 2022.

## Energy Analyst Warns Of Soaring Diesel Prices

One of Canada's leading energy analysts is warning of "stratospheric" diesel prices in coming weeks and months, and the pressure is not limited to Russia's invasion of Ukraine.

Prices traditionally rise five to six cents per liter as refiners shift away from producing winter diesel in favor of summer blends

But that is building on top of challenges relating to overall supply and the global market, now facing added pressures relating to economic sanctions on Russia.

All these things are compounding the scenario where diesel will continue to rise dramatically – likely ahead of gasoline. Oil marching to $120 a barrel, that's a given. That should add another 10 cents/liter.

Brent crude, a global benchmark for oil prices, hit $131 per barrel recently, reaching levels not seen since 2008.

While Canada is banning all petroleum products from Russia as part of a series of economic sanctions linked to the invasion of Ukraine, it's largely a symbolic gesture. Canada has not imported crude oil from Russia since 2019. To compound matters, the federal carbon tax is set to increase to $50 per tonne on April 1, up from the $40 per tonne charged today.

## EPA Proposes Stronger Standards To Reduce Truck Emissions

The U.S. Environmental Protection Agency (EPA) proposed new, stronger standards to reduce emissions of soot-forming nitrogen oxides (NOx) from heavy-duty gasoline and diesel engines starting in model year 2027.

EPA intends to reduce NOx emissions from trucks by as much as 60% in 2045.

It would also update greenhouse gas standards for sectors where electrification is advancing at a more rapid pace – including commercial delivery trucks and short-haul tractors.

EPA will be setting new GHG emissions standards for heavy-duty vehicles as soon as model year 2030 to comprehensively address the long-term trend toward zero emissions vehicles across the heavy-duty sector.

EPA said the action is the first step in its "Clean Trucks Plan". The goal is to "deliver significant and needed public health benefits by designing a program that sets ambitious standards and that are feasible for the trucking industry after giving appropriate consideration to cost and other factors, while supporting the American economy."

Truckers must be willing and able to invest in the next generation of advanced diesel products to emerge from these rules to ensure continued progress on meeting clean air and climate objectives. Otherwise, without continued turnover in the fleet, older generations of technology with relatively higher emissions will stay in service longer, thereby delaying benefits to disadvantaged communities and contributing to worse air quality all around the country.

Meanwhile, the U.S. Department of Energy on Monday released a study showing that by 2030, nearly half of medium- and heavy-duty trucks will be cheaper to buy, operate, and maintain as zero emissions vehicles than traditional diesel-powered combustion engine vehicles. Published by the DOE's National Renewable Energy Laboratory, the study found that continued improvements with zero emission vehicle and fuel technologies will enable clean trucks to become cheaper and more readily available over the next decade.

Medium- and heavy-duty vehicles account for less than 5% of the vehicles on the road but produce over 20% of the emissions from the transportation sector, which currently accounts for more than one-third of U.S. green-house gas emissions. The report suggests that cost competitiveness of zero-emissions medium- and heavy-duty vehicles can largely be achieved by 2035.

Battery electric trucks are expected to become cost-competitive for smaller trucks before 2030 while heavy trucks with less than 500-miles of range are projected to be cost-competitive by 2035. Due to advancements for fuel cells and clean hydrogen production, hydrogen fuel cell electric vehicles are expected to become cost-competitive for long-haul heavy-duty trucks with greater than 500-mile range by 2035.

## Global electric truck market not going anywhere

It's time for fleets to begin testing emerging battery-electric and fuel-cell-electric models as they begin to emerge, learning all-important lessons along the way and not everything will work as promised. We're trying to do in 120 months what it took 120 years to get to. You cannot do that without breaking a few eggs.

Fleets might also want to look overseas for signs of what will emerge. In terms of drivelines, we expect close alignment with European truck models, given the presence of Daimler, Volvo, and Traton in North America. Even Europe's DAF is connected to Paccar.

They look completely different, but the drivelines in terms of batteries, in terms of voltage, in terms of axles, are all the same in models like the Volvo FL and Daimler's eActros.

The push for zero-emission vehicles is also leading to a different industry in other respects. Energy companies and manufacturers are now coming together to develop solutions. Manufacturers will become energy companies in their own right, as they look to offset the 30-40% repair and maintenance savings when comparing diesel and electric equipment.

Even arch rivals are joining forces in key joint ventures. Volvo and Daimler have partnered in cellcentric fuel cells. Daimler, Iveco, Shell and Volvo Group are working to roll out hydrogen networks in Europe. Daimler, Volvo and Traton have announced plans for a joint venture to install 1,700 charging points close to highways and logistics centers within five years.

Regulators in other countries are also accelerating the plans with timelines that would even be considered tight from California standards. All vans sold in the UK, for example, will need to be powered electrically as early as 2030.

Still other pilot projects are looking beyond batteries and fuel cells. Catenary systems could, in some cases, power trucks that connect to wires strung above their routes. DAF is also experimenting with hydrogen as a gaseous fuel in the XF combustion system.

Even warranties will evolve and require a new approach. Rather than mileage, a vehicle's battery system might come with the promise to reach a collective 350 megawatts over its life. But exactly what does that mean? Fleets will need to find out.

It's upside-down residuals. Diesels are cheap to buy, expensive to run. Electric vehicles expensive to buy but cheap to run. We're turning the TCO [total cost of ownership] model on its back.

## Ontario's New Plastics Recycling Plan Is 'Dangerous' And 'Magical Thinking,' Critic Warns

Province updating rules for advanced facilities that convert plastic into fuel and other products, but environmentalists say there's no quick fix to the problem of plastic waste and they're worried that's exactly what the Ontario government is promising with its new recycling plan.

Doug Ford's government is embracing "advanced recycling," which uses chemicals and heat to break down non-recyclable plastic waste and convert it into fuel and other products. The province is crafting regulations for advanced recycling facilities that would exempt some projects from environmental assessments.

Proponents say advanced recycling will keep plastic products out of landfills and that the government's plan will reduce unnecessary red tape in the approval process. But critics say the process is experimental, potentially harmful, and requires more public oversight, not less.

"The real solution is to reduce the amount of plastic that we're making," said Karen Wirsig, project manager for Environmental Defence, who describes the province's proposal as "magical thinking" and "dangerous."

Advanced recycling targets the roughly 50 per cent of plastics that can't be recycled traditionally. An increasingly common type of plastic food packaging that often has a zip seal and can stand upright uses different kinds of plastic in a single product. It can't be melted down or mechanically separated but can be broken down using advanced recycling.

The heat used in the process can come from microwaves, among other sources. Advanced recycling is a fundamental shift. It essentially takes the plastic back to its molecular origins, back to its raw materials.

According to Ontario's Ministry of the Environment, advanced recycling plants do not burn plastic. Advanced recycling projects, even those exempted from environmental assessments, will still have significant government oversight and be subject to rules under the province's Environmental Protection Act.

Along with supporting the growth of advanced recycling, the government is also committed to reducing plastic waste through its Strategy on Zero Plastic Waste, approved in 2018.

In its proposed regulations, the province wants to remove the requirement for certain advanced recycling projects to undergo an environmental assessment.

The thresholds are based on tonnes of waste treated per day and the percentage of recycled product recovered. The province wants to encourage high recovery rates by lowering the procedural burden on facilities that can recover more than 80 per cent of the waste they treat. Very large projects, treating more than 1,000 tonnes daily, would continue to require a comprehensive environmental assessment regardless of their recovery rates.

Despite any proposed change in [environmental assessment] requirements, all advanced recycling facilities will continue to be subject to all other permits and approvals required, including Environmental Compliance Approvals.

## Senators Introduce Legislation To Strengthen Recycling, Compost Efforts

The Recycling and Composting Accountability Act aims to improve data collection on recycling systems and explore the potential of a national composting strategy.

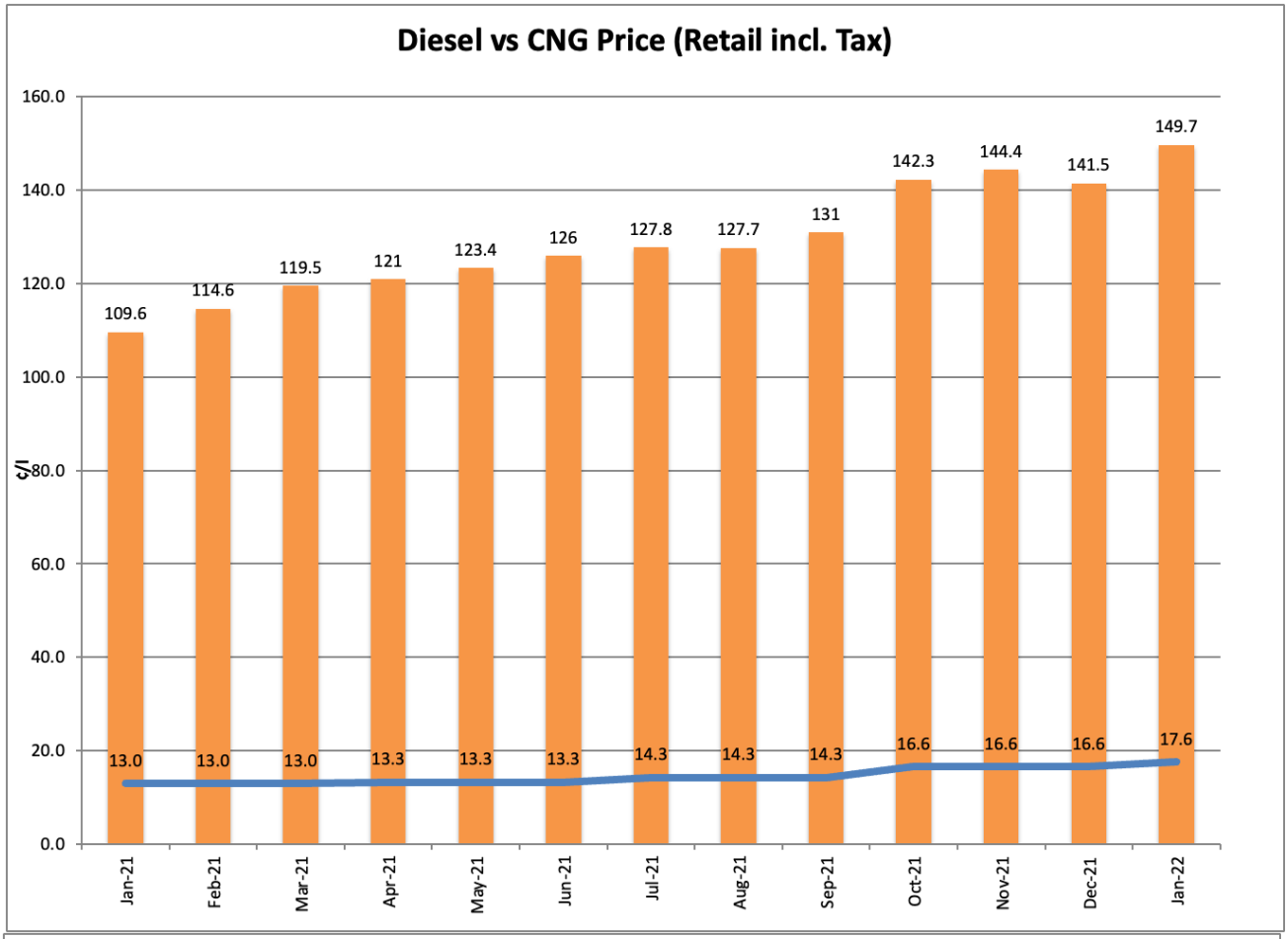
When we look at opportunities for reducing pollution and waste and creating good-paying jobs domestically, recycling is an area that unites most Americans. Yet, our nation continues to recycle only about one-third of the products we consume each year, leading to more and more waste overflowing from our landfills and polluting our oceans.

Recycling and Composting Accountability Act

The Recycling and Composting Accountability Act aims to improve data collection on recycling systems and explore the potential of a national composting strategy. The legislation would require EPA to collect and publish data on recycling and composting rates across the country to provide an accurate reflection of performance both nationwide and at the state level. Officials supporting the bill say this information is critical to improving existing recycling and composting programs and evaluating future recycling policies.

Recycling Infrastructure and Accessibility Act

The Recycling Infrastructure and Accessibility Act would establish a pilot recycling program at the EPA. This program would award grants, on a competitive basis, to eligible entities for improving recycling accessibility in a community or communities within the same geographic area. The goal of the program is to fund eligible projects that would significantly improve access to recycling systems in underserved communities through the use of a hub-and-spoke model for recycling infrastructure development.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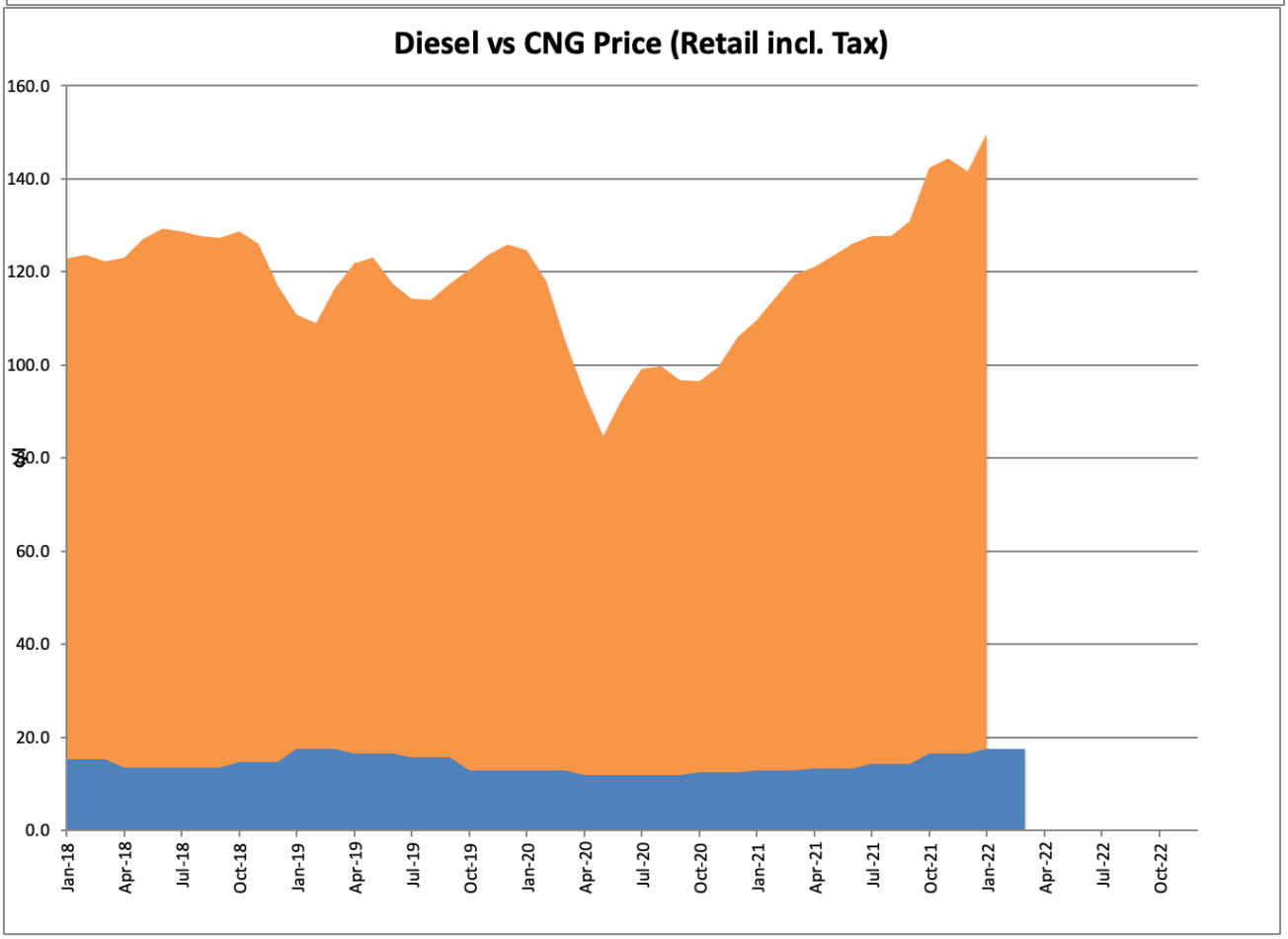
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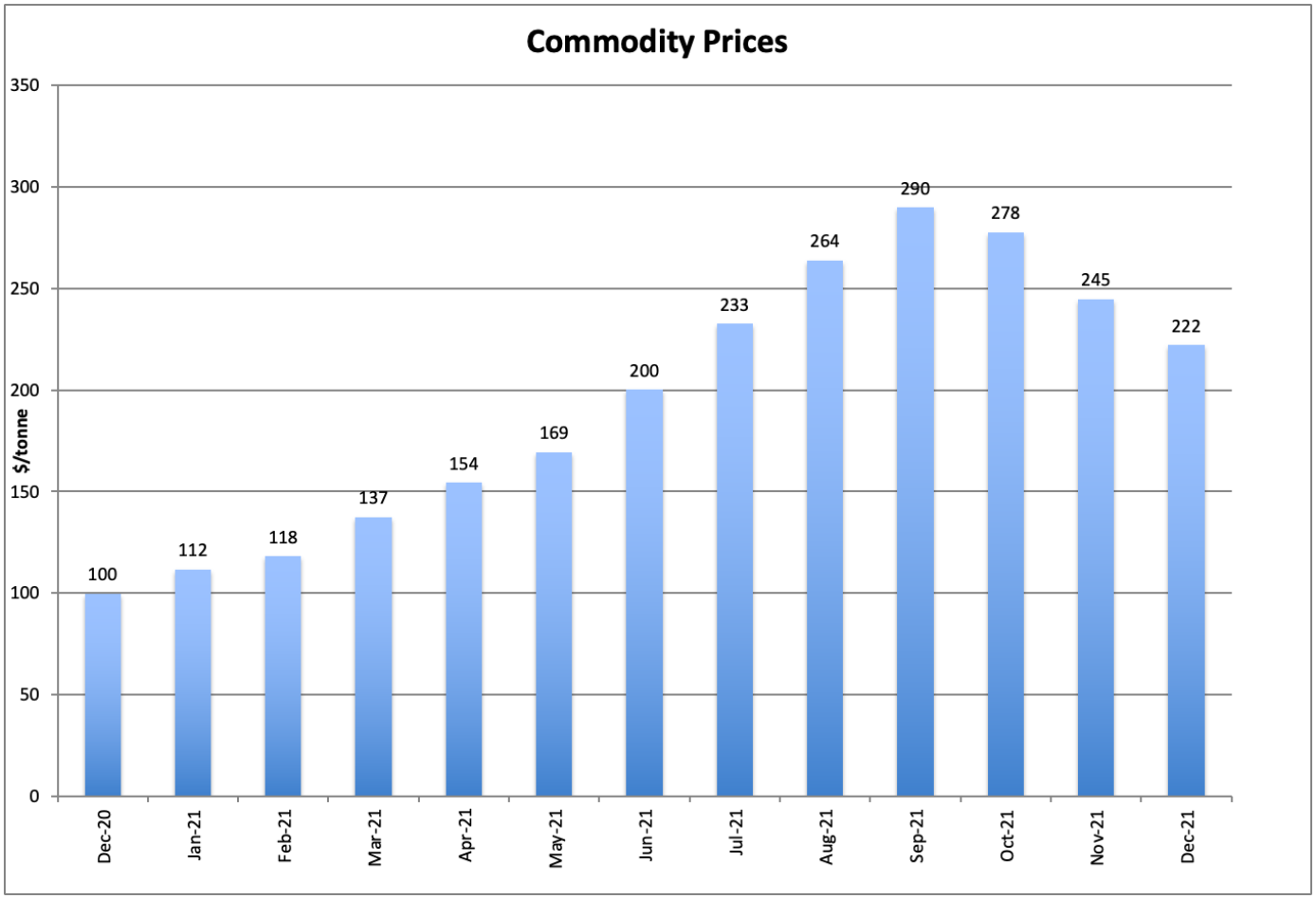
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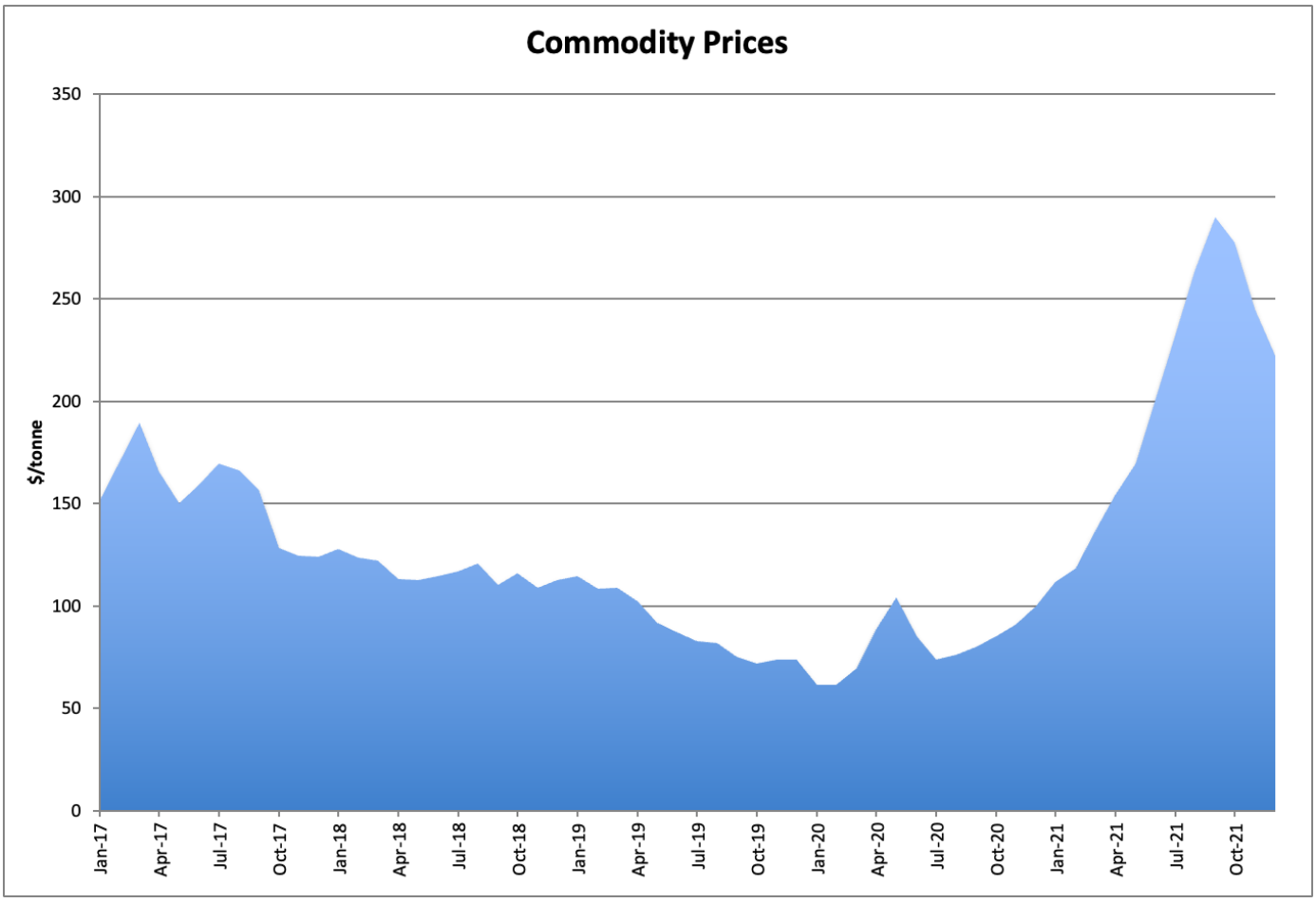
Commodity Prices
$/tonne
350
300
250
200
150
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Jan-17
Apr-17
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Oct-21