

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT (GVS&DD)  
BOARD OF DIRECTORS**

**REGULAR BOARD MEETING**

**Friday, May 28, 2021**

**9:00 A.M.**

**28<sup>th</sup> Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia**

[Membership and Votes](#)

**A G E N D A<sup>1</sup>**

**A. ADOPTION OF THE AGENDA**

**1. May 28, 2021 Regular Meeting Agenda**

That the GVS&DD Board adopt the agenda for its regular meeting scheduled for May 28, 2021 as circulated.

**B. ADOPTION OF THE MINUTES**

**1. April 30, 2021 Regular Meeting Minutes**

That the GVS&DD Board adopt the minutes for its regular meeting held April 30, 2021 as circulated.

**C. DELEGATIONS**

**D. INVITED PRESENTATIONS**

**E. CONSENT AGENDA**

*Note: Directors may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request an item be removed from the Consent Agenda for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.*

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<sup>1</sup> Note: Recommendation is shown under each item, where applicable. All Directors vote unless otherwise noted.

## 1. LIQUID WASTE COMMITTEE REPORTS

### 1.1 Award of Contract Resulting from Request for Proposal No. 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining

That the GVS&DD Board:

- a) approve the award of a contract for an amount of up to \$26,219,750 (exclusive of taxes) to Oscar Renda Contracting of Canada resulting from Request for Proposal No. 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining, subject to final review by the Commissioner; and
- b) authorize the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

## 2. ZERO WASTE COMMITTEE REPORTS

### 2.1 Regional Harmonization of Single-Use Item Reduction Bylaws

That the GVS&DD Board direct staff to collaborate with member jurisdictions, the B.C. Ministry of Environment and Climate Change Strategy and other stakeholders on the development of a standard for municipal single-use item reduction bylaws for the Board's consideration.

## 3. FINANCE AND INTERGOVERNMENT COMMITTEE REPORTS

### 3.1 North Shore Wastewater Treatment Plant Debt Amortization

That the GVS&DD Board:

- a) direct staff to consider an option to look at a 30-year amortization term for the North Shore's share of the North Shore Wastewater Treatment Plant Project only; and
- b) direct staff to organize a Board workshop on the amortization terms.

## F. ITEMS REMOVED FROM THE CONSENT AGENDA

## G. REPORTS NOT INCLUDED IN CONSENT AGENDA

## 1. LIQUID WASTE COMMITTEE REPORTS

### 1.1 Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021; Sani-dump Bylaw No. 346, 2021; Sewer Use Amending Bylaw No. 347, 2021

*[Recommendation a): simple weighted majority vote.] and*

*[Recommendation b): 2/3 weighted majority vote.]*

That the GVS&DD Board:

- a) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*; and
- b) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*.

That the GVS&DD Board:

- a) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*; and
- b) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*.

That the GVS&DD Board:

- a) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021*; and
- b) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021*.

## **2. ZERO WASTE COMMITTEE REPORTS**

### **2.1 GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021**

*[Recommendation a) and b): simple weighted majority vote.] and  
[Recommendation c): 2/3 weighted majority vote.]*

That the GVS&DD Board:

- a) approve the following amendments to the Tipping Fee Bylaw effective June 1, 2021:
  - i. update the municipal solid waste disposal facilities listed in Schedule "A" to include United Boulevard Recycling and Waste Centre and replace the term Transfer Station with Recycling and Waste Centre in the facility names;
- b) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021*; and
- c) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021*.

## **H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN**

## **I. OTHER BUSINESS**

### **1. GVS&DD Board Committee Information Items and Delegation Summaries**

## **J. BUSINESS ARISING FROM DELEGATIONS**

## **K. RESOLUTION TO CLOSE MEETING**

*Note: The Board must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.*

That the GVS&DD Board close its regular meeting scheduled for May 28, 2021 pursuant to the *Community Charter* provisions, Section 90 (1) (e) and (k) as follows:

- “90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:
- (e) the acquisition, disposition or expropriation of land or improvements, if the board or committee considers that disclosure could reasonably be expected to harm the interests of the regional district; and
  - (k) negotiations and related discussions respecting the proposed provision of a regional district service that are at their preliminary stages and that, in the view of the board or committee, could reasonably be expected to harm the interests of the regional district if they were held in public.”

**L. RISE AND REPORT (Items Released from Closed Meeting)**

**M. ADJOURNMENT/CONCLUSION**

That the GVS&DD Board adjourn/conclude its regular meeting of May 28, 2021.

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
BOARD OF DIRECTORS**

Minutes of the Regular Meeting of the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board of Directors held at 9:41 a.m. on Friday, April 30, 2021 in the 28<sup>th</sup> Floor Boardroom, 4730 Kingsway, Burnaby, British Columbia.

**MEMBERS PRESENT:**

Burnaby, Chair, Director Sav Dhaliwal  
 North Vancouver City, Vice Chair Director  
     Linda Buchanan\*  
 Anmore, Director John McEwen\*  
 Burnaby, Director Pietro Calendino\*  
 Burnaby, Director Mike Hurley\*  
 Coquitlam, Director Craig Hodge\*  
 Coquitlam, Director Richard Stewart\*  
 Delta, Director George Harvie\*  
 Delta, Director Dylan Kruger\*  
 Electoral Area A, Director Jen McCutcheon\*  
 Langley City, Director Gayle Martin\*  
 Langley Township, Director Jack Froese\*  
 Langley Township, Director Kim Richter\*  
 Maple Ridge, Director Mike Morden\*  
 New Westminster, Director Jonathan Coté\*  
 North Vancouver District, Director Lisa Muri\*  
 Pitt Meadows, Director Bill Dingwall\*  
 Port Coquitlam, Director Brad West\*  
 Port Moody, Director Rob Vagramov\*

Richmond, Director Malcolm Brodie\*  
 Richmond, Director Harold Steves\*  
 Surrey, Director Linda Annis\*  
 Surrey, Director Doug Elford\*  
 Surrey, Director Laurie Guerra\*  
 Surrey, Director Doug McCallum\*  
 Surrey, Director Mandeep Nagra\*  
 Surrey, Director Allison Patton\*  
 Vancouver, Director Christine Boyle\*  
 Vancouver, Director Adriane Carr\*  
 Vancouver, Director Melissa De Genova\*  
 Vancouver, Director Lisa Dominato\* (departed at  
     11:21 a.m.)  
 Vancouver, Director Colleen Hardwick\*  
 Vancouver, Alternate Director Pete Fry\* for  
     Kennedy Stewart  
 Vancouver, Director Michael Wiebe\*  
 West Vancouver, Director Mary-Ann Booth\*  
 White Rock, Director Darryl Walker\*  
 Commissioner Jerry W. Dobrovolny  
     (Non-voting member)

**MEMBERS ABSENT:**

None

**STAFF PRESENT:**

Amelia White, Legislative Services Coordinator, Board and Information Services  
 Chris Plagnol, Corporate Officer

\*denotes electronic meeting participation as authorized by Section 3.6.2 of the *Procedure Bylaw*

**A. ADOPTION OF THE AGENDA**

**1. April 30, 2021 Regular Meeting Agenda**

Members were informed of an on-table late delegation request for the Board's consideration.

**It was MOVED and SECONDED**

That the GVS&DD Board add Item C.1 Delegation: Chase Edgelow, Director, Sea to Sky Soils and Composting Inc., and Jaye-Jay Berggren, Founder and Director, Sea to Sky Soils and Composting Inc. to the April 30, 2021 meeting agenda.

Discussion ensued about hearing the delegation, who applied to speak to a contract award presented as Item 4.1 on the agenda, and whether doing so contravenes the rules of procedures related to procurement and delegations.

Members requested a legal opinion on the matter.

**It was MOVED and SECONDED**

That the GVS&DD Board close its regular meeting scheduled for April 30, 2021 pursuant to the *Community Charter* provision, Section 90 (1) (i) as follows:

"90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose."

**CARRIED**

**Adjournment**

The GVS&DD Board adjourned its regular meeting of April 30, 2021 at 9:51 a.m. to convene a closed meeting.

**Reconvene**

The GVS&DD Board reconvened at 10:48 a.m. with the same members being in attendance.

**Agenda Order Resumed**

The order of the agenda resumed with the following motion before the Board:

*That the GVS&DD Board add Item C.1 Delegation: Chase Edgelow, Director, Sea to Sky Soils and Composting Inc., and Jaye-Jay Berggren, Founder and Director, Sea to Sky Soils and Composting Inc. to the April 30, 2021 meeting agenda.*

**Recorded Vote**

At the Request of the Chair, a recorded vote on the Motion was conducted.

<b>Director</b>	<b>Number of Votes</b>	
	<b>Against</b>	<b>For</b>
Linda Annis	4	
Mary-Ann Booth		3
Christine Boyle		5
Malcolm Brodie	5	
Linda Buchanan	3	
Pietro Calendino	4	
Adriane Carr		5
Jonathan Coté	4	
Melissa De Genova		5
Sav Dhaliwal	4	
Bill Dingwall	1	
Lisa Dominato		4
Doug Elford	5	
Jack Froese	3	
Pete Fry		5
Laurie Guerra	4	
Colleen Hardwick	4	
George Harvie	3	
Craig Hodge	3	
Mike Hurley	4	
Dylan Kruger	3	
Gayle Martin	2	
Doug McCallum	5	
Jen McCutcheon		1
John McEwen	1	
Mike Morden	5	
Lisa Muri		5
Mandeep Nagra	4	
Allison Patton	4	
Kim Richter		3
Harold Steves		5
Richard Stewart	4	
Rob Vagramov		2
Darryl Walker	1	
Brad West	3	
Michael Wiebe		4
<b>Total Votes</b>	<b>83</b>	<b>47</b>

**DEFEATED**

**Suspension of Rules**

A member requested that a different delegation be heard, who is not a proponent related to the contract award presented in the agenda as Item 4.1, and who applied to speak but was denied by not meeting the criteria outlined in the Procedure Bylaw.

**It was MOVED and SECONDED**

That the GVS&DD Board, pursuant to Section 1.4 of the Procedure Bylaw, suspend at its April 30, 2021 regular meeting the rules outlined in Section 13.7 relative to hearing delegations at the Board.

**DEFEATED**

**B. ADOPTION OF THE MINUTES**

**1. March 26, 2021 Regular Meeting Minutes**

**It was MOVED and SECONDED**

That the GVS&DD Board adopt the minutes for its regular meeting held March 26, 2021 as circulated.

**CARRIED**

**2. April 8, 2021 Special Joint Meeting Minutes**

**It was MOVED and SECONDED**

That the GVS&DD Board adopt the minutes for the special joint meeting of the MVRD, MVHC, GVWD, and the GVS&DD Board of Directors held April 8, 2021 as circulated.

**CARRIED**

**C. DELEGATIONS**

No items presented.

**D. INVITED PRESENTATIONS**

No items presented.

**E. CONSENT AGENDA**

At the request of the Directors, the following items were removed from the Consent Agenda, in the following order, for consideration under Section F. Items Removed from the Consent Agenda:

- 4.1 Award of Contract Resulting from Request for Proposal No. 20-016: Organics Management at the North Shore Transfer Station
- 2.1 Contract Amendment to AECOM Canada Ltd. for Owner’s Engineer Advisory Services for North Shore Wastewater Treatment Plant



**It was MOVED and SECONDED**

That the GVS&DD Board adopt the recommendations presented in the following items as presented in the April 30, 2021 GVS&DD Board Consent Agenda:

- 1.1 Audited 2020 Financial Statements
- 3.1 2021 Liquid Waste Capital Projects
- 3.2 Award of Phase C2, Engineering Construction Services for RFP 14-230 for Installation of Gilbert Trunk Sewer No. 2 South Section
- 4.2 Recycling Depot Funding Strategy

**CARRIED**

The items and recommendations referred to above are as follows:

**1.1 Audited 2020 Financial Statements**

Report dated April 7, 2021, from Joe Sass, Director, Financial Planning and Operations/Deputy CFO, presenting, for approval, the Audited 2020 Financial Statements for the Metro Vancouver Districts and the Metro Vancouver Housing Corporation.

*Recommendation:*

That the GVS&DD Board approve the Audited 2020 Financial Statements for the Greater Vancouver Sewerage and Drainage District.

*Adopted on Consent*

**3.1 2021 Liquid Waste Capital Projects**

Report dated March 23, 2021, from Colin Meldrum, Director, Engineering Design and Construction, Liquid Waste Services, informing the GVS&DD Board of the liquid waste capital projects under its purview for 2021, as approved by the Board on October 30, 2020.

*Recommendation:*

That the GVS&DD Board receive for information the report dated March 23, 2021 titled "2021 Liquid Waste Capital Projects".

*Adopted on Consent*

**3.2 Award of Phase C2, Engineering Construction Services for RFP 14-230 for Installation of Gilbert Trunk Sewer No. 2 South Section**

Report dated March 23, 2021, from Roy Moulder, Director, Purchasing and Risk Management, Financial Services, and Colin Meldrum, Director, Engineering Design and Construction, Liquid Waste Services, requesting authorization by the GVS&DD Board to award Phase C2, Engineering Construction Services, in an amount of up to \$2,548,446 (exclusive of taxes), to the Phase A and B consultant, AECOM Canada Ltd. (AECOM), for the Installation of Gilbert Trunk Sewer No. 2 South Section.

*Recommendation:*

That the GVS&DD Board:

- a) approve the award of Phase C2, Engineering Construction Services, for an amount up to \$2,548,446 (exclusive of taxes) to the Phase A and B consultant, AECOM Canada Ltd, for the Installation of Gilbert Trunk Sewer No. 2 South Section; and
- b) authorize the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

*Adopted on Consent*

**4.2 Recycling Depot Funding Strategy**

Report dated April 8, 2021, from Paul Henderson, General Manager, Solid Waste Services, seeking GVS&DD Board approval of an updating funding strategy for recycling depots at Metro Vancouver's recycling and waste centres.

*Recommendation:*

That the GVS&DD Board direct staff to prepare proposed amendments to be incorporated into the annual update to the *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017*, as amended to:

- i) incorporate the cost of recycling depots at Metro Vancouver's recycling and waste centres into garbage tipping fees; and
- ii) provide an annual garbage tipping fee credit to municipalities operating municipal recycling depots.

*Adopted on Consent*

**F. ITEMS REMOVED FROM THE CONSENT AGENDA**

Items removed from the Consent Agenda for consideration under Section F were considered in numerical order.

**2.1 Contract Amendment to AECOM Canada Ltd. for Owner's Engineer Advisory Services for North Shore Wastewater Treatment Plant**

Report dated March 25, 2021, from Roy Moulder, Director, Purchasing and Risk Management, Financial Services, and Paul Sawyer, Director, Major Projects – NSWWTP, Project Delivery, requesting the GVS&DD Board approve a contract amendment through a change order for the owner's engineering services with AECOM for the North Shore Wastewater Treatment Plant project in an amount of \$7,118,094 (exclusive of taxes).

**It was MOVED and SECONDED**

That the GVS&DD Board authorize:

- a) a contract amendment in the amount of \$7,118,094 (exclusive of taxes) to AECOM Canada Ltd. for the provision of owner's engineering consulting services for the North Shore Wastewater Treatment Plant project, subject to final review by the Commissioner; and

- b) the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the change order should proceed.

**CARRIED**

**4.1 Award of Contract Resulting from Request for Proposal No. 20-016: Organics Management at the North Shore Transfer Station**

Report dated April 19, 2021, from the Zero Waste Committee, together with the report dated April 8, 2021, from Roy Moulder, Director, Purchasing and Risk Management, Financial Services, and Paul Henderson, General Manager, Solid Waste Services, advising the GVS&DD Board of the results of the Request for Proposal No. 20-016: Organics Management at the North Shore Transfer Station, and recommending the award of a five-year contract in the amount of up to \$17,428,425 (exclusive of taxes) to Arrow Transportation Systems Inc., for organics management commencing on July 1, 2021, in addition to two Zero Waste Committee recommendations related to the procurement process and the future of organics management.

**It was MOVED and SECONDED**

That the GVS&DD Board:

- a) approve award of a five-year contract in the amount of up to \$17,428,425 (exclusive of taxes) to Arrow Transportation Systems Inc., resulting from Request for Proposal No. 20-016: Organics Management at the North Shore Transfer Station, subject to final review by the Commissioner; and
- b) authorize the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

That the GVS&DD Board recommend a review of Metro Vancouver's procurement process to better incorporate Metro Vancouver's stated values and Strategic Plan visions (including transitioning towards a circular economy, strengthening relationships with First Nations, food security, supporting local economies, and reducing GHG emissions).

That the GVS&DD Board direct staff to report back with options for the development of a permanent local organics management facility to be in place prior to the end of the contract, on July 1, 2026, resulting from the proposal No. 20-016: Organics Management at the North Shore Transfer Station.

**Distinct Propositions**

At the request of a member, the motion was separated into three distinct propositions for consideration.

Discussion ensued regarding the current procurement process, the technical criteria, the possibility of a fixed contract, and the management of organics.

The first proposition was before the Board at this point, as follows:

*That the GVS&DD Board:*

- a) *approve award of a five-year contract in the amount of up to \$17,428,425 (exclusive of taxes) to Arrow Transportation Systems Inc., resulting from Request for Proposal No. 20-016: Organics Management at the North Shore Transfer Station, subject to final review by the Commissioner; and*
- b) *authorize the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.*

Question was then called on the first proposition and it was

**CARRIED**

Directors Boyle, Carr, De Genova, Hardwick, Steves, Vagramov and Wiebe, and Alternate Director Fry voted in the negative.

The second proposition was before the Board at this point, as follows:

*That the GVS&DD Board recommend a review of Metro Vancouver's procurement process to better incorporate Metro Vancouver's stated values and Strategic Plan visions (including transitioning towards a circular economy, strengthening relationships with First Nations, food security, supporting local economies, and reducing GHG emissions).*

Question was then called on the second proposition and it was

**CARRIED**

11:21 a.m. Director Dominato departed the meeting.

The third proposition was before the Board at this point, as follows:

*That the GVS&DD Board direct staff to report back with options for the development of a permanent local organics management facility to be in place prior to the end of the contract, on July 1, 2026, resulting from the proposal No. 20-016: Organics Management at the North Shore Transfer Station.*

Question was then called on the third proposition and it was

**CARRIED**

**G. REPORTS NOT INCLUDED IN CONSENT AGENDA**

**1.1 Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 344, 2021**

Report dated March 26, 2021, from Joe Sass, Director, Financial Planning and Operations/Deputy Chief Financial Officer, seeking authorization to transfer the Development Cost Charges to fund the 2020 growth capital program.

**It was MOVED and SECONDED**

That the GVS&DD Board give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 344, 2021*.

**CARRIED**

**It was MOVED and SECONDED**

That the GVS&DD Board pass and finally adopt *Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 344, 2021*.

**CARRIED**

**H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN**

No items presented.

**I. OTHER BUSINESS**

**1. GVS&DD Board Committee Information Items and Delegation Summaries**

**It was MOVED and SECONDED**

That the GVS&DD Board receive for information the GVS&DD Board Committee Information Items and Delegation Summaries, dated April 30, 2021.

**CARRIED**

**J. BUSINESS ARISING FROM DELEGATIONS**

No items presented.

**K. RESOLUTION TO CLOSE MEETING**

**It was MOVED and SECONDED**

That the GVS&DD Board close its regular meeting scheduled for April 30, 2021 pursuant to the *Community Charter* provisions, Section 90 (1) (g) and (k) as follows:

“90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(g) litigation or potential litigation affecting the regional district; and

(k) negotiations and related discussions respecting the proposed provision of a regional district service that are at their preliminary stages and that, in the view of the board or committee, could reasonably be expected to harm the interests of the regional district if they were held in public.”

**CARRIED**

**L. RISE AND REPORT (Items Released from Closed Meeting)**

No items presented.

**M. ADJOURNMENT/CONCLUSION**

**It was MOVED and SECONDED**

That the GVS&DD Board adjourn its regular meeting of April 30, 2021.

**CARRIED**

(Time: 11:34 a.m.)

CERTIFIED CORRECT

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Chris Plagnol, Corporate Officer

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Sav Dhaliwal, Chair

45285550 FINAL

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To: Liquid Waste Committee

From: Roy Moulder, Director, Purchasing and Risk Management, Financial Services  
Jugoslav Bajkin, Division Manager, Collection Systems, Engineering, Design & Construction, Liquid Waste Services

Date: May 12, 2021 Meeting Date: May 13, 2021

Subject: **Award of Contract Resulting from Request for Proposal No. 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining**

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**RECOMMENDATION**

That the GVS&DD Board:

- a) approve the award of a contract for an amount of up to \$26,219,750 (exclusive of taxes) to Oscar Renda Contracting of Canada resulting from Request for Proposal No. 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining, subject to final review by the Commissioner; and
- b) authorize the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

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**EXECUTIVE SUMMARY**

The New Westminster Interceptor Columbia Section is located on Columbia Street in New Westminster. Inspections have determined that it is in a degraded condition and needs to be rehabilitated. RFP 20-349 for its rehabilitation was issued to three short listed contractors in February 2021 and closed in April. Three proposals were received, and were evaluated for technical and financial performance. The recommended award is to the highest ranked proponent Oscar Renda Contracting of Canada in the amount of up to \$26,219,750. The work involves sliplining approximately 1.6 km of the existing sewer, with work to start this summer. The award value is net of \$395,500 awarded directly to Oscar Renda Contracting for permit fees and minor early works to ensure synchronized project delivery with the Pattullo Bridge Replacement Project. This will minimize the interferences between the two projects and lessen the cumulative traffic impacts to the local business community.

**PURPOSE**

The purpose of this report is to advise the GVS&DD Board of the results of Request for Proposal (RFP) No. 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining, and to recommend award of a contract in an amount of up to \$26,219,750 (exclusive of taxes) to Oscar Renda Contracting of Canada.

**BACKGROUND**

Pursuant to the *GVS&DD Officers and Delegation Bylaw No. 284, 2014 (Bylaw)* and the *Procurement and Real Property Contracting Authority Policy (Policy)*, procurement contracts which exceed a value of \$5 million require the approval of the Board of Directors.

This report is to request authorization by the GVS&DD Board to award a contract resulting from RFP 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining to Oscar Renda Contracting of Canada (Oscar Renda), the highest ranked proponent, in the amount of \$26,219,750.

**PROJECT DESCRIPTION**

The New Westminster Interceptor (NWI) Columbia St. Section conveys the majority of the liquid waste from the cities of Port Moody, Port Coquitlam, Coquitlam and New Westminster to the Annacis Island Wastewater Treatment Plant in the City of Delta. The sewer pipe runs from McBride Boulevard at the upstream end to the junction of Columbia Street and Front Street at the downstream end (see Attachment). This pipe segment is approximately 1.6 km long, varies from 1.05 to 1.5 m in diameter and is made of concrete. The entire sewer segment has experienced significant degradation and requires rehabilitation.

The scope of work in the proposed contract includes installation of approximately 1,450 m of Fiberglass Reinforced Plastic (FRP) pipe by sliplining, 165 m of FRP pipe by open cut and installation of 20 new PVC lined reinforced concrete manholes. The rehabilitation work is planned to start in the summer of 2021, with some work likely extending into 2022. The schedule was developed in consultation with the Pattullo Bridge Replacement Project, which is going to impact a number of major roads in the area. This coordination is intended to reduce the cumulative transportation impacts of the two projects so that the disruption on the local business community is minimized.

As a result of a Request for Qualifications No. 20-348 which was publicly advertised on Metro Vancouver and BC Bid websites, three experienced firms were shortlisted and invited to respond to RFP No. 20-349. The RFP closed on April 8, 2021 and three firms submitted their proposals and pricing, as per the table below:

<b>Contractor</b>	<b>Total Proposal Price (exclusive of taxes)</b>
Buntich PW Joint Venture	\$23,429,603
Oscar Renda Contracting of Canada	\$26,615,250
Michels Canada Company (Michels)	\$33,962,720

All three proposals were found to be commercially compliant. The above costs include the listed provisional and optional items as required in the RFP’s Schedule of Prices.

Negotiations were conducted with the highest ranked proponent, Oscar Renda, to confirm the project scope, construction methodology, work sequencing and confirm pricing, including provisional items. In addition, due to project schedule constraints, staff discussed an expedited award of an Early Works Package consisting of the following items:

- Project Management; and
- Advanced Submittals and Applications.

These negotiations and clarifications did not change the price for the work, and the fee for all of the construction services remains at the proposal price of \$26,615,250 (exclusive of taxes).



Due to the short construction window, to mitigate disruption to the surrounding neighbourhoods, it was determined that a portion of the proposed scope, noted above, and associated fee needed to be awarded in advance, under separate contract, through the appropriate contracting authority and within approved 2021 budgets. In particular, the preparation of various submittals and development of traffic plans (\$395,500 (excluding taxes)) is critical to the project construction window. This value is excluded from the recommended award value.

The submissions were evaluated based on 60 points for the technical components and 40 points for the commercial considerations. Oscar Renda's proposal ranked highest on the technical components and second on the commercial considerations. Their proposal was deemed to have a superior and lower risk methodology, and addressed all of the technical requirements, including the ability to handle the surcharge conditions that the lower reaches of the work zone regularly experience. Oscar Renda's proposal ranked the highest overall. Their proposal is considered to provide the best value to the Corporation.

#### **ALTERNATIVES**

1. That the GVS&DD Board authorize:
  - a) approve the award of a contract for an amount of up to \$26,219,750 (exclusive of taxes) to Oscar Renda Contracting of Canada resulting from Request for Proposal No. 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining, subject to final review by the Commissioner; and
  - b) authorize the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.
2. That the GVS&DD Board terminate Request for Proposal No. 20-349: New Westminster Interceptor – Columbia Section Rehabilitation by Sliplining and direct staff to report back to the GVS&DD Board with options for an alternate course of action.

#### **FINANCIAL IMPLICATIONS**

If the GVS&DD Board approves Alternative 1, a contract will be awarded to the highest ranked proposal, Oscar Renda, in the amount of up to \$26,219,750 (exclusive of taxes). This is within the allocated budget for this project.

The GVS&DD Board has the choice not to proceed with Alternative 1; however, staff will need further direction in relation to the project. Alternative 2 will prevent the project from being completed on the proposed project schedule. Rehabilitation work may be deferred to 2022 and 2023, however this schedule would overlap with elements of the Pattullo Bridge replacement work that are slated to begin in 2022, resulting in significant traffic impacts.

#### **CONCLUSION**

The entire NWI Columbia St. Section is a critical sewer infrastructure and has significant degradation. Rehabilitation is required to restore the sewer's structural integrity. A Request for Proposal No. 20-349 was issued for the NWI Columbia St. Section Rehabilitation by Sliplining and Oscar Renda Contracting of Canada was identified as the higher ranked proposal overall. It is recommended that

the GVS&DD Board authorize the Commissioner and the Corporate Officer to award and execute a contract with Oscar Renda Contracting of Canada in the amount of up to \$26,219,750 (exclusive of taxes).

**Attachment**

Map of New Westminster Interceptor – Columbia Street Repair

45029506



Figure 1. NWI Columbia St. Section Rehabilitation Work Plan

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To: GVS&DD Board

From: Karen Storry, Senior Engineer, Solid Waste Services

Date: May 7, 2021 Meeting Date: May 14, 2021

Subject: **Regional Harmonization of Single-Use Item Reduction Bylaws**

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### **RECOMMENDATION**

That the GVS&DD Board direct staff to collaborate with member jurisdictions, the B.C. Ministry of Environment and Climate Change Strategy and other stakeholders on the development of a standard for municipal single-use item reduction bylaws for the Board's consideration.

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### **EXECUTIVE SUMMARY**

A harmonized regulatory approach for single-use items across the region would benefit both residents and businesses. Metro Vancouver does not have the authority to regulate the sale or distribution of single-use items. The primary regulatory tool used currently is municipal single-use item bylaws. Approved bylaws within the region are generally consistent but not identical. Three municipalities have written to Metro Vancouver requesting a consistent regional regulatory approach be pursued. To support members seeking to implement bylaws, Metro Vancouver could engage with member municipalities, the B.C. Ministry of Environment and Climate Change Strategy (Ministry of Environment), and other stakeholders, and report back to the GVS&DD Board with a recommended standard for municipal bylaws. An alternative approach would be to monitor provincial progress as the Ministry of Environment develops a provincial standard for municipal bylaws, and report back if a provincial standard is not implemented in the near-term.

### **PURPOSE**

The purpose of this report is to seek GVS&DD Board (Board) direction for Metro Vancouver to develop a recommended standard for municipal single-use item bylaws.

### **BACKGROUND**

At its September 18, 2020 meeting, the Zero Waste Committee requested that staff report back with information on the region-wide harmonization of single-use items bylaws.

Metro Vancouver has received letters from City of New Westminster, City of Delta and City of Coquitlam (see attachment 1) asking Metro Vancouver to lead the harmonization of municipal bylaws in the region.

### **HARMONIZATION OF SINGLE-USE ITEM REDUCTION INITIATIVES**

Harmonization of single-use item reduction programs and policies is a key priority for the region. Consistent bylaws reduce confusion for residents and deliver greater efficiencies for businesses. Some single-use plastics that end up in the environment cause harm to ecosystems and wildlife, and those that are not recycled are a lost resource for the economy.

### **Regional District Authority with Respect to Regulation of Single-Use Items**

Metro Vancouver does not have the authority to implement a regulatory framework for the sale or distribution of single-use items, and must rely on other levels of government to implement regulatory measures related to the sale or distribution of single-use items.

Metro Vancouver has the authority to restrict or limit the disposal of items through the regional solid waste system. This authority is the basis of the regional disposal ban program, where garbage loads are inspected at Metro Vancouver solid waste facilities and surcharges are levied in the event the amount of a particular material visible in a garbage load exceeds a threshold set in the *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw*.

Previous reviews of Metro Vancouver's authority concluded that the regional district does not have the authority to restrict or limit the sale or distribution of any materials including single-use items. Metro Vancouver's conclusion was confirmed following the Regional District of North Okanagan's submission of the *Checkout Bag Regulation Bylaw No. 2826* to the Minister of Environment and Climate Change Strategy on July 24, 2019 for approval. The Minister wrote back to the Regional District of North Okanagan on October 1, 2020 to advise that, "a regional district bylaw to regulate checkout bags under the *Local Government Act* is not within the authority of the Minister of Environment and Climate Change Strategy to approve or reject".

### **Provincial and National Regulations to Reduce Single-Use Item and Plastics Waste**

Metro Vancouver and member municipalities continue to advocate for single-use item regulations at the provincial or federal levels as they present the greatest opportunities for a harmonized approach to the regulation of single-use items. On October 7, 2020, the federal government announced plans to ban plastic checkout bags, straws, stir sticks, six-pack rings, cutlery, and food ware made from hard-to-recycle plastics with regulations to be finalized by the end of 2021. No specific timeline for implementation of the bans has been announced.

The Ministry of Environment approved municipal single-use item reduction bylaws in a number of communities including City of Richmond and City of Surrey. The City of Vancouver's bylaws are not subject to ministerial approval. In their response to 2020 UBCM resolutions on single-use items, the Ministry of Environment confirmed that it is "committed to developing a provincial ban on single-use plastics and is planning to consult with stakeholders to make sure the proposed framework is manageable and takes into consideration economic recovery. The provincial ban will align with federal government initiatives that occur within the same timeframe."

On March 25, 2021, the Ministry of Environment hosted a webinar for municipalities to get feedback on proposed updates to the *Community Charter* which would allow municipalities to implement bans on a proposed list of items including: checkout bags, straws, utensils, and foam food service ware without ministerial approval of individual bylaws. The proposed approach includes fees for alternatives for checkout bags, and the ability to add requirements for cutlery and straws made from alternative materials to be available on a by-request basis. The updates would create a provincial standard for single-use item bylaws. According to the webinar materials, the anticipated implementation of the updates to the *Community Charter* is summer 2021.

### **Metro Vancouver Actions to Date**

To date, Metro Vancouver has taken the role of supporting municipalities in considering regulatory approaches for single-use items. Metro Vancouver has developed a toolkit, other resources, and convened conversations with municipalities and stakeholders. Metro Vancouver has developed communication materials to be used both by Metro Vancouver and member jurisdictions to encourage single-use item reduction. Metro Vancouver has also written to the Ministry of Environment recommending a province-wide approach to regulating single-use items while allowing for municipal autonomy to ban additional items to protect the local environment and reduce strain on local resources.

### **Potential Recommended Standard for Single-Use Item Bylaws**

The requirements in place in the three municipalities with approved bylaws, while generally consistent, are not identical. For example, the City of Vancouver straw ban has a specific requirement that food vendors stock flexible plastic straws and provide them to customers when requested. The City of Richmond does not require retailers charge fees for paper grocery bags, where City of Vancouver and the City of Surrey do. A table summarizing the three approved bylaws along with bylaws from other BC municipalities is included as attachment 2.

As noted above, three municipalities have requested that Metro Vancouver facilitate consistent regional regulation of single-use items. Given that Metro Vancouver has no regulatory authority to establish a regional single-use item bylaw, a potential approach would be for Metro Vancouver to establish a recommended standard for municipal single-use item bylaws. The standard could include among other things:

- banned items
- fees for alternatives
- definitions
- exemptions and additional requirements – e.g. requiring food vendors to stock straws for accessibility
- penalties and general enforcement approach

Metro Vancouver has successfully used a similar approach to improve consistency of municipal watering restrictions which are harmonized at the regional level through the *Drinking Water Conservation Plan*.

A regional recommended standard would not have any regulatory force. Each municipality would ultimately approve and implement their own bylaw. Metro Vancouver would not provide legal advice to the municipalities on the detail of bylaws as each municipality would be responsible for its own bylaws. A recommended standard would be preferable to a minimum standard as a minimum standard would result in more divergence in requirements by municipalities resulting in a less harmonization.

### **Engagement**

Given that a regional recommended standard would have no regulatory force and member municipalities have already extensively consulted on single-use item bylaws, engagement on a regional standard would be limited to the Ministry of Environment, member jurisdictions,

environmental non-profits, groups representing persons with disabilities, industry associations and other key stakeholders identified during the development of the recommended standard.

### **ALTERNATIVES**

1. That the GVS&DD Board direct staff to collaborate with member jurisdictions, the B.C. Ministry of Environment and Climate Change Strategy and other stakeholders on the development of a standard for municipal single-use item reduction bylaws for the Board's consideration.
2. That the Zero Waste Committee receive for information the report dated May 7, 2021, titled Regional Harmonization of Single-Use Item Reduction Bylaws, and direct staff to monitor provincial progress on implementing a provincial standard for municipal single-use item reduction bylaws.

### **FINANCIAL IMPLICATIONS**

If the Board approves Alternative 1, staff would report back with a recommended standard for municipal single-use item bylaws. Municipalities would ultimately be responsible for implementing bylaws within their communities.

If the Board approves Alternative 2, staff would monitor provincial progress on implementing a provincial standard for municipal single-use item bylaws and report back if a provincial standard was not implemented in a timely manner. Even if the Board approves proceeding with a regional standard, staff will work closely with Ministry of Environment staff to ensure that a regional standard does not conflict with provincial work.

### **CONCLUSION**

Reduction of single use-items is a key priority for the region. Metro Vancouver has no regulatory authority to restrict the sale or distribution of single-use items. Three member municipalities have written to Metro Vancouver requesting Metro Vancouver take the lead in developing a consistent regional regulatory standard for single-use items. Staff recommend that Metro Vancouver engage with municipal staff and other stakeholders and report back with a recommended regional standard for municipal single-use item bylaws. Alternatively, staff could monitor progress on the implementation of a provincial standard.

### **Attachments** (*Orbit # 45478020*)

1. Correspondence from members advocating for consistent regional regulation:
  - a. Correspondence from City of New Westminster re Single-Use Item Reduction Advocacy for Consistent Regional Regulation dated February 5, 2021.
  - b. Correspondence from City of Coquitlam re Single-Use Item Reduction Advocacy for Consistent Regional Regulation dated February 22, 2021.
  - c. Correspondence from City of Delta re Single-Use Item Reduction Advocacy for Consistent Regional Regulation dated March 11, 2021.
2. Table 1 – Summary of Single-Use Item Reduction Bylaws in British Columbia



Jonathan X. Côté  
Mayor

February 5, 20201

Sav Dhaliwal  
Chair, Board of Directors  
Greater Vancouver Sewerage and Drainage District  
Metrotower III, 4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Mr. Dhaliwal,

**Re: Single-Use Item Reduction Advocacy for Consistent Regional Regulation**

I am writing to advise that at the February 1, 2021 regular meeting, New Westminster City Council adopted the following resolution:

*THAT Council authorize the Mayor and Corporate Officer to submit the letter (Attachment 1 in the February 1, 2021 Council Report) to the Board of Directors of the Greater Vancouver Sewerage and Drainage District Board (GVS&DD) and the Zero Waste Committee at Metro Vancouver, along with all Lower Mainland Municipalities, to develop a region-wide single-use items reduction strategy including regulation.*

On January 18<sup>th</sup>, 2021, City Council received a staff report on the current efforts Federal and Provincial governments are taking towards developing regulatory frameworks to reduce single-use items in the waste stream. Bylaws enacted by some local governments and their implementation were also outlined.



Council recognizes that Metro Vancouver has created a toolkit of strategies (including regulation) which the 21 member municipalities could utilize to reduce single-use item waste in their communities. However, the enactment of local bylaws by individual municipalities could lead to a mosaic of regulations across the region, which may lead to confusion and inconsistency for residents and businesses. Council believes that single-use items regulation should be developed regionally within the context of Federal and Provincial frameworks. Metro Vancouver should take the lead role in creating the regulatory framework through the Greater Vancouver Sewerage and Drainage District (GVS&DD) and the Zero Waste Committee.

Council understands that Metro Vancouver as a regional district does not currently have legislative authority to restrict the sale and use of single-use items. Notwithstanding, Council is urging Metro Vancouver to advocate for regional consistency in regulating the use of single-use items. The City is prepared to support Metro Vancouver in this advocacy work by submitting a resolution to the Lower Mainland Local Government Association (LMLGA) for consideration and possible subsequent submission to UBCM.

As provincial legislative change will take time and to ensure this important work moves forward in 2021, Council is requesting Metro Vancouver lead the development of an inter-municipal regulatory framework for the region so local governments can be more unified in achieving consistency for residents and businesses. In addition, Council strongly believes that the framework needs to be sensitive to the principle of equity, including aspects such as accessibility and cultural needs.

A good example is the harmonized ride-hailing regulation developed by TransLink. This was an area where only municipalities had jurisdiction, and where cities came together in a short time frame to create a single framework for the entire region. The resulting regulation allowed municipalities the ability to opt into the legislation and create better consistency for ride-hailing companies. Another example is the regional approach on regulating water use during the summer water shortage period.

Council appreciates the work that Metro Vancouver has undertaken thus far in terms of resources and support for local governments (and other organizations) to reduce single-use items. Council urges Metro Vancouver to take a more active role by both advocating for the legislative authority and bringing together an inter-municipal team to develop a region-wide regulatory framework.

If you have any questions about this or would like more information, please contact Environmental Coordinator Jennifer Lukianchuk at [jlukianchuk@newwestcity.ca](mailto:jlukianchuk@newwestcity.ca) or 604-515-3780.

Sincerely,



Jonathan X Cote,  
Mayor

Enclosures:

January 18, 2021 Council report “Single-Use Item Reduction Update”

February 1, 2021 Council Report “Single-Use Item Reduction Advocacy for Consistent Regional Regulation”

Cc: Metro Vancouver Zero Waste Committee  
Metro Vancouver Local Governments  
Chris Plagnol, Corporate Officer, [chris.plagnol@metrovancover.org](mailto:chris.plagnol@metrovancover.org)  
Jennifer Lukianchuk, Environmental Coordinator, City of New Westminster

**ATTACHMENTS NOT INCLUDED**



OFFICE OF THE MAYOR  
Richard Stewart

February 22, 2021  
Our File: 11-5280-01/000/2021-1  
Doc #: 3980198.v1

Sav Dhaliwal  
Chair, Board of Directors  
Greater Vancouver Sewerage and Drainage District  
Metrotower III, 4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Mr. Dhaliwal:

**RE: Single-Use Item Reduction Advocacy for Consistent Regional Regulation**

Coquitlam City Council is aware that both provincial and federal governments are currently taking significant actions on preparing a regulatory framework to reduce single-use plastics and that some local governments have already started to enact local related Bylaws.

On February 1, 2021 New Westminister City Council adopted a resolution advocating for *“the development of a region-wide single-use items reduction strategy including regulation”*. On February 5<sup>th</sup>, 2021 a letter was sent to the Greater Vancouver Sewerage and Drainage District Board, the Zero Waste Committee at Metro Vancouver and all Lower Mainland municipalities advocating for a consistent regional regulation.

The City of Coquitlam Council agrees with the City of New Westminister that a coordinated and regional approach is needed on this issue, within the context of Federal and Provincial frameworks, and that the enactment of individual local bylaws could lead to confusion and inconsistency for residents and businesses.

We respectfully request that Metro Vancouver take the lead role in developing an inter-municipal regulatory framework to reduce single-use plastics similar to the successful regional approach taken to seasonal drinking water restrictions.

Sincerely,

Richard Stewart  
Mayor



March 11, 2021

Sav Dhaliwal, Chair  
Metro Vancouver Board of Directors  
Metrotower III, 4730 Kingsway  
Burnaby, BC V5H 0C6

Dear Chair Dhaliwal,

**Re: Single-Use Item Reduction Advocacy for Consistent Regional Regulation**

At the February 22, 2021 Regular Meeting, Delta Council received the enclosed letter from the City of New Westminster on the subject of single-use item reduction. The City of Delta has for a number of years been advocating for measures to reduce plastic waste and seeking senior government regulation in this regard. Delta's City Council unanimously supports the City of New Westminster's request for consistent regional regulation of single-use items. As municipalities in our region develop and enact bylaws to regulate and promote the reduction of single-use items, inconsistencies between bylaws can lead to confusion and implementation challenges for residents and businesses. To avoid such inconsistencies and challenges and better ensure success, a regional approach is needed.

While single-use item regulations are being prepared at both the provincial and federal levels, it may still be some time before such regulations are implemented. In the meantime, we respectfully request that Metro Vancouver take the lead in developing an inter-municipal regulatory framework to provide a harmonized regional approach to single-use item regulation. City of Delta staff are available to participate in an inter-municipal team to assist with this endeavour.

Thank you for your attention to this matter.

Yours truly,

George V. Harvie  
Mayor

...2

March 11, 2021  
Page 2

Enclosure

cc: Mayor Jonathan X. Côté and Council, City of New Westminster  
Metro Vancouver Zero Waste Committee  
Delta Council  
Sean McGill, City Manager  
Mel Cheesman, Director of Corporate Services  
Steven Lan, Director of Engineering

**ATTACHMENTS NOT INCLUDED**

**Table 1 – Summary of Single-Use Item Reduction Bylaws in British Columbia**

	<b>Bags</b>	<b>Straws</b>	<b>Utensils</b>	<b>Cups</b>	<b>Containers</b>
Esquimalt	Ban + Fees				
Nanaimo	Ban + Fees				
Richmond	Ban	Ban		Foam Ban	Foam Ban
Rossland	Ban + Fees				
Saanich	Ban + Fees				
Surrey	Ban + Fees	Ban		Foam Ban	Foam Ban
Tofino	Ban + Fees	Ban		Foam Ban	Foam Ban
Ucluelet	Ban + Fees	Ban		Foam Ban	Foam Ban
Vancouver	Ban + Fees	Ban*	By request only	Foam Ban + Cup Fee	Foam Ban
Victoria	Ban + Fees				

\*With an accessibility requirement: Flexible plastic straws, individually wrapped in paper, must be stocked by food vendors and provided to customers when requested.

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To: GVS&DD Board of Directors

From: Finance and Intergovernment Committee

Date: May 13, 2021

Meeting Date: May 28, 2021

Subject: **North Shore Wastewater Treatment Plant Debt Amortization**

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**FINANCE AND INTERGOVERNMENT COMMITTEE RECOMMENDATION**

That the GVS&DD Board:

- a) direct staff to consider an option to look at a 30-year amortization term for the North Shore's share of the North Shore Wastewater Treatment Plant Project only; and
  - b) direct staff to organize a Board workshop on the amortization terms.
- 

At its May 12, 2021 meeting, the Finance and Intergovernment Committee considered the report titled "2020 Statement of Financial Information" dated April 26, 2021. Arising from consideration of this item, a separate discussion ensued on the amortization term for the North Shore Wastewater Treatment Plant including the need for a workshop on debt amortization periods. The Committee passed the recommendation as presented above.

This matter is now before the Board for its consideration.

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To: Liquid Waste Committee

From: Dana Zheng, Program Manager Source Control, Policy, Planning and Analysis, Liquid Waste Services

Date: April 30, 2021 Meeting Date: May 13, 2021

Subject: **Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021; Sani-dump Bylaw No. 346, 2021; Sewer Use Amending Bylaw No. 347, 2021**

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**RECOMMENDATION**

That the GVS&DD Board:

- a) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*; and
- b) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*.

That the GVS&DD Board:

- a) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*; and
- b) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*.

That the GVS&DD Board:

- a) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021*; and
  - b) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021*.
- 

**EXECUTIVE SUMMARY**

Two new bylaws, *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021* (the “TLW Bylaw”) and *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021* (the “Sani-dump Bylaw”) are proposed to improve clarity on regulatory requirements applicable to trucked liquid waste (TLW) and sani-dumps. The two new proposed bylaws will complement requirements in the *Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw No. 299, 2007* (the “Sewer Use Bylaw”) which are still applicable to TLW and sani-dump discharges. A proposed *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021* (the “Sewer Use Amending Bylaw”) is also proposed as required to improve compliance and alignment between the three bylaws. Engagement was undertaken with industry representatives and local governments in the region from October 2019 to December 2020. Metro Vancouver staff have responded to all comments received and incorporated the feedback.



**PURPOSE**

To seek GVS&DD Board adoption of the new TLW Bylaw, the Sani-dump Bylaw, and the Sewer Use Amending Bylaw to improve the regulation of these liquid waste discharges to the sewer system and wastewater treatment plants.

**BACKGROUND**

Metro Vancouver receives domestic and non-domestic TLW at three wastewater treatment plants. Domestic TLW includes waste from septic tanks, portable toilets and holding tanks. Non-domestic TLW includes higher strength liquid waste such as grease trap waste and chemical waste such as de-icing fluid from YVR airport. Approximately 100,000 m<sup>3</sup> per year of domestic TLW and approximately 3,000 m<sup>3</sup> per year of non-domestic TLW are discharged at Metro Vancouver’s TLW facilities.

Sani-dumps are typically used by recreational vehicles (RVs) to drain their wastewater holding tanks into the sewer network. In Metro Vancouver, there are 16 sani-dumps located mainly at RV parks, but also at two gas stations and a cardlock.

At its June 28, 2019 meeting, the GVS&DD Board adopted a recommendation to review the TLW provisions of the Sewer Use Bylaw, as presented in the report dated May 28, 2019, titled “Review of Trucked Liquid Waste Provisions of the Sewer Use Bylaw” (Reference 1). Bylaw development took place from December 2019 to March 2021.

**TRUCKED LIQUID WASTE BYLAW**

The proposed TLW Bylaw contains new definitions of waste types and clearer requirements of generators and haulers of TLW to reduce ambiguity and increase enforceability. A new policy for TLW generated outside of the region is introduced and an updated fee schedule is also included.

**Trucked Liquid Waste Discharge Fees**

Fee increases are proposed to allow for full cost recovery of operating and capital costs associated with receiving and treating TLW in the region. Since existing discharge fees have not been updated since 2012, Metro Vancouver’s domestic TLW fees are about 80% less than fees from neighbouring jurisdictions, which are around \$50/m<sup>3</sup>. Currently, the annual cost of managing TLW is approximately \$4.8M compared with an annual program revenue of \$1.2M. In consideration of the significant fee increases required to achieve full cost recovery in conjunction with ongoing economic challenges due to COVID-19, the proposed fee structure includes no increases for 2021 and a gradual increase over four years to achieve full cost recovery by 2025. After 2025, the proposed fees will increase based on British Columbia’s annual Consumer Price Index inflation rate which ranges typically from 0% to 3%.

Table 1: Proposed Trucked Liquid Waste Discharge Fees

	No increase	Gradual increase over 4 years			
	2021	2022	2023	2024	2025
Domestic TLW (\$/m <sup>3</sup> )	\$8.59	\$17.48	\$26.38	\$35.27	\$44.17
Non-domestic TLW (\$/m <sup>3</sup> )	\$61.30	\$65.80	\$70.30	\$74.80	\$79.30
Revenue <sup>a</sup> (\$M)	\$1.2	\$2.0	\$2.9	\$3.9	\$4.8
Program Costs <sup>b</sup> (\$M)	\$4.8	\$4.8	\$4.8	\$4.8	\$4.8

<sup>a</sup> Projected revenue is based on an assumed continued trend in annual volumes of TLW discharged.

<sup>b</sup> 5-Year Average (2021 - 2025 Budget)

### **Out-of-Region Trucked Liquid Waste**

Metro Vancouver's wastewater treatment Plants (WWTP) are designed and funded based on wastewater generated from within the region. In recent years, Metro Vancouver TLW facilities have seen an increase in out-of-region TLW. While current volumes of out-of-region TLW are relatively minor, there is a need to address out-of-region waste and ensure that each region adequately plans and manages their own wastes. The proposed TLW Bylaw will restrict discharges of TLW from outside the region. In the rare event of WWTP operational disruptions in neighbouring jurisdictions and in other unusual circumstances, it is proposed that acceptance of out-of-region TLW may be considered through Board authorization. If authorized by the Board, non-domestic TLW from out-of-region will continue to require a trucked liquid waste authorization from the Sewage Control Manager.

### **SANI-DUMP BYLAW**

There are very few sani-dumps within the region and they are considered essential for residents that rely on them. At its November 29, 2019 meeting, the GVS&DD Board received for information the report dated October 31, 2019, titled "Feasibility of a Regional Recreational Vehicle Sanitary Dump Facility" (Reference 2) that indicated a lack of feasibility for a regional facility with challenges including an absence of functional space at WWTPs and proven low return on investment. Metro Vancouver enforcement staff have reported the discharge of TLW or other non-compliant liquids into the wastewater system via sani-dumps. The proposed Sani-dump Bylaw will allow Metro Vancouver to help sani-dump operators prevent misuse of their facilities, to provide added support for safe operations and prevent costly maintenance needs.

The intent of the proposed Sani-dump Bylaw is to ensure existing owners and operators can readily become compliant and continue to provide this essential service for RV residents, while improving Metro Vancouver's ability to prevent illegal discharges. Operators will be required to register with Metro Vancouver and pay a one-time \$100 registration fee; however, if they register within 6 months of bylaw adoption the fee will be waived. Sani-dump facilities will be required to allow only RV waste to be discharged, display signage regarding prohibited wastes, report any illegal dumping, allow officers to inspect, and notify Metro Vancouver if the facility ceases operations.

### **SEWER USE AMENDING BYLAW**

The proposed Sewer Use Amending Bylaw includes definition updates and additions to align with those in the proposed TLW and Sani-dump Bylaws and removes existing overlapping provisions. Administrative changes have been included to improve clarity and enforceability of the Sewer Use Bylaw.

### **ENGAGEMENT FEEDBACK**

Engagement activities took place from October 2019 to December 2020. Staff engaged approximately 200 organizations that could be impacted by changes to Metro Vancouver's TLW requirements, including TLW haulers, non-domestic waste generators, sani-dump operators, neighbouring out-of-region liquid waste jurisdictions and WWTPs, and municipalities. Engagement activities included an in-person feedback session, meetings, interviews, email responses, and online questionnaires.

The following represent feedback highlights from the engagement process:

- TLW haulers indicated that the new proposed TLW fee structure is reasonable.
- Out-of-region jurisdictions agreed with the principle of each jurisdiction managing TLW within their own region. Some out-of-region generators indicated they may not have other public sector options for sludge disposal, however, in January 2021, the Abbotsford Mission Water & Sewer Commission approved a recommendation to accept sludge on a case-by-case basis.
- Sani-dump operators indicated that stringent regulations could result in sani-dump facility closures, however, operators specified that a sani-dump registration system would not create operational challenges.
- TLW haulers and sani-dump operators confirmed definitions of waste types require clarification and that educational materials would help them communicate with customers.

A summary of the engagement process and a comprehensive list of comments provided by industry representatives and Metro Vancouver's responses are provided in Attachments 4 and 5.

#### **MEMBER FEEDBACK**

Input from member jurisdictions was gathered and incorporated through engagement with the Regional Engineers Advisory Committee (REAC) Liquid Waste Subcommittee throughout 2018 to 2020. Proposed policy recommendations were presented to REAC at their February 5, 2021 meeting.

#### **ALTERNATIVES**

1. That the GVS&DD Board:

- a) Give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*; and
- b) Pass and finally adopt *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*.

That the GVS&DD Board:

- a) Give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*; and
- b) Pass and finally adopt *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*.

That the GVS&DD Board:

- a) Give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021*; and
- b) Pass and finally adopt *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021*.

2. That the GVS&DD Board receive for information the report dated April 30, 2021, titled "Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021; Sani-dump Bylaw No. 346, 2021; Sewer Use Amending Bylaw No. 347, 2021" and provide alternate direction to staff.

## **FINANCIAL IMPLICATIONS**

The annual cost of managing TLW is approximately \$4.8M compared with an annual program revenue of \$1.2M. Adoption of the proposed fee increases within the TLW Bylaw will improve cost recovery over the next five years with the costs of receiving and treating TLW ultimately fully recovered through the discharge fees charged to haulers, rather than being partially funded through the liquid waste levy.

## **CONCLUSION**

The two proposed bylaws, the TLW Bylaw and the Sani-dump Bylaw, will clarify definitions and requirements, improve the regulation of these discharges, and update fees. An accompanying Sewer Use Amending Bylaw will ensure alignment and regulatory linkages between the bylaws. Relevant stakeholders were engaged in the review process and implementation through 2021 will include education and outreach. Staff recommend Alternative 1 which includes adoption of the TLW Bylaw, the Sani-dump Bylaw, and the Sewer Use Amending Bylaw.

## **Attachments**

1. *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*
2. *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*
3. *Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021*
4. Trucked Liquid Waste Program Final Engagement Summary Report, April 2021
5. Trucked Liquid Waste Program Consideration of Feedback Summary Table, April 2021

## **References**

1. [“Review of Trucked Liquid Waste Provisions of the Sewer Use Bylaw”, dated May 28, 2019](#)
2. [“Feasibility of a Regional Recreational Vehicle Sanitary Dump Facility”, dated October 31, 2019](#)

44145933

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
BYLAW NO. 345, 2021  
A Bylaw to Regulate the Discharge of Trucked Liquid Waste**

**WHEREAS:**

- A. The *Environmental Management Act*, S.B.C. 2003, c. 53 of British Columbia and the *Greater Vancouver Sewerage and Drainage District Act*, S.B.C. 1956, c. 59 authorize the Greater Vancouver Sewerage and Drainage District (the "*District*") Board (the "*Board*") to make bylaws respecting the direct or indirect discharge of *wastes* into any *sewer* or drain connected to a *sewage facility* operated by the *District*;
- B. The *Greater Vancouver Sewerage and Drainage District Act* authorizes the *District* to set fees payable by *persons* who discharge liquid *waste* into any work, service or plant of the *District* for conveying, disposing of, or treating liquid *waste*, and into any work, service, or plant connected thereto; and
- C. It is deemed desirable to regulate the discharge of *trucked liquid waste* into *sewers* or *sewage facilities*.

**NOW THEREFORE** the Board of the Greater Vancouver Sewerage and Drainage District enacts as follows:

**Citation**

1. The official citation of this bylaw is "Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021" ("this *Bylaw*").

**Schedule**

2. The following Schedule is attached to and forms part of this *Bylaw*:  
Schedule "A", **TRUCKED LIQUID WASTE DISCHARGE FEES.**

**Definitions**

3. For ease of reference, words that are italicized in this *Bylaw* are defined terms.

In this *Bylaw*:

**"chemical or portable toilet"** means a container that collects and contains human excreta and to which chemicals for minimizing odours may be added;

**"designated"** means designated by the *District* or by an authorized employee or representative of the *District*;

**"discharge, or allow or cause to be discharged, directly or indirectly"** includes but is not limited to, a discharge by a *generator* indirectly discharging *trucked liquid waste* utilizing the services of a *hauler* to discharge the *trucked liquid waste* into the *sewage facility* named in the *generator's trucked liquid waste authorization* for such discharge;

**“discharge fee”** means a fee set out in Schedule A and payable by a *hauler* for the authorized discharge of *trucked liquid waste* into a *sewage facility* in accordance with Part 2;

**“domestic trucked liquid waste”** means any *domestic waste* that is not discharged directly into a *sewer* or *sewage facility* and is transported by a *hauler* to a *sewage facility* for discharge in accordance with Part 2, and includes *domestic waste* from a *holding tank*, *septic tank*, *pit toilet*, *chemical or portable toilet*, or *wastewater conveyance lines* or structures but excludes *recreational vehicle waste* and *sludge*;

**“generator”** means a *person* who produces, creates or owns *waste* that is collected in a *trucked liquid waste hauling truck*;

**“hauler”** means a *person* who transports *waste* from a *generator* to a *sewer* or *sewage facility* for discharge in accordance with Part 2;

**“holding tank”** means a container that holds *wastewater* until the *wastewater* is removed for treatment or disposal;

**“manifest”** means the documentation and information described in section 26 that a *hauler* must submit to the *District* prior to the discharge of any *trucked liquid waste* into a *sewage facility*;

**“non-domestic trucked liquid waste”** means any *liquid waste*, except *domestic trucked liquid waste*, that is not discharged directly into a *sewer* or *sewage facility* and is transported by a *hauler* to a *sewer* or *sewage facility* for discharge in accordance with Part 2;

**“out-of-region discharge number”** means the number that, effective June 1, 2022, an *out-of-region generator* must first obtain prior to a discharge of *trucked liquid waste* to a *sewage facility*, as provided in sections 12 and 13;

**“out-of-region generator”** means a *generator* that is located outside the geographic area of the Metro Vancouver Regional District;

**“pit toilet”** means any container or pit that is for the purpose of collecting human excreta and that may or may not use chemicals to help the *waste* decompose, and includes an outhouse or a privy;

**“recreational vehicle waste”** means *recreational vehicle waste* as defined in the *Sani-dump Bylaw*;

**“Sani-dump Bylaw”** means *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*;

**“septic tank”** means a container for receiving, treating and settling *wastewater*;

**“Sewer Use Bylaw”** means *Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw No. 299, 2007*;

**“sludge”** means any material removed from *wastewater* during primary, secondary, or advanced *wastewater* treatment and that may or may not have undergone a process to reduce pathogens or vector attraction but excludes material removed from *wastewater* at a *District-owned sewage facility*;

**“trucked liquid waste”** means *domestic trucked liquid waste* and *non-domestic trucked liquid waste*, but excludes *recreational vehicle waste*;

**“trucked liquid waste authorization”** means a *trucked liquid waste authorization* issued by a *Sewage Control Manager* under Part 3 of this *Bylaw*; and,

**“trucked liquid waste hauling truck”** means any vehicle that collects *trucked liquid waste* for the purposes of transporting and discharging that *trucked liquid waste* to a *sewage facility*.

4. Terms that are italicized but not defined in this *Bylaw* have the same meaning given to those terms in the *Sewer Use Bylaw* or incorporated by reference into the *Sewer Use Bylaw*.
5. References in this *Bylaw* to an enactment, including the *Sewer Use Bylaw*, include the enactment as it may be amended or replaced from time to time.

#### **Part 1 – Application**

6. Every person who *discharges, or allows or causes to be discharged, directly or indirectly, trucked liquid waste* into a *sewer or sewage facility* must comply with this *Bylaw* and the *Sewer Use Bylaw*.

#### **Part 2 – Restrictions**

7. No person shall *discharge, or allow or cause to be discharged, directly or indirectly, trucked liquid waste* into a *sewer or sewage facility* except at a *sewage facility* that is *designated* for the purposes of receiving *trucked liquid waste* and in compliance with the requirements of this Part.
8. A *hauler* shall not *discharge, or allow or cause to be discharged, directly or indirectly, trucked liquid waste* into a *sewer or sewage facility*, unless the *hauler* has been granted credit under Part 6, the credit privileges have not been suspended or cancelled by the *District*, and the *hauler* complies with the requirements of this Part.
9. Subject to section 12, a *hauler* shall not *discharge, or allow or cause to be discharged, directly or indirectly, domestic trucked liquid waste* into a *sewage facility* unless:
  - (a) the discharge is into a *sewage facility designated* for receiving *domestic trucked liquid waste*; and
  - (b) prior to the discharge, the *hauler* submits a *manifest* in compliance with Part 5.

10. Subject to section 12, a *hauler* shall not *discharge, or allow or cause to be discharged, directly or indirectly, non-domestic trucked liquid waste* into a *sewage facility* unless:
  - (a) the discharge is into a *sewage facility designated* for receiving *non-domestic trucked liquid waste*;
  - (b) prior to the discharge, the *hauler* submits a *manifest* in compliance with Part 5; and
  - (c) the discharge is:
    - i. *non-domestic trucked liquid waste* collected from a *food sector establishment* regulated by the *Grease Interceptor Bylaw*; or
    - ii. *non-domestic trucked liquid waste* collected from a *generator*, and the discharge is in accordance with the terms and conditions of a *trucked liquid waste authorization* in respect of the discharge.
11. Sections 7, 8, 9 and 10 do not apply to the *District* or an agent *hauler* of the *District* where waste removed from a *sewer* due to *District* maintenance or operations activities is discharged into a *sewer* at another location.
12. After June 1, 2022, in addition to other applicable requirements of this Part, no *person* shall *discharge, or allow or cause to be discharged, directly or indirectly* into a *sewage facility*, any *trucked liquid waste* originating from or collected from an *out-of-region generator*, unless the *person* has first obtained in respect of the discharge of the *trucked liquid waste*, an *out-of-region discharge* number valid for a stipulated period.
13. No *out-of-region generator* may receive an *out-of-region discharge number* from the *District* unless authorized by the *Board*, and only for the period stipulated by the *Board*.
14. No *person* shall *discharge, or allow or cause to be discharged, directly or indirectly*, into a *sewage facility* *trucked liquid waste* from a *trucked liquid waste hauling truck* if it contains a mixture of *domestic trucked liquid waste* and *non-domestic trucked liquid waste*.
15. A *hauler* shall not *discharge, or allow or cause to be discharged, directly or indirectly* into a *sewage facility*, any substance, *contaminant* or *trucked liquid waste* other than the substance, *contaminant* or *trucked liquid waste* that is described or referenced in the *manifest* in respect of that discharge.

### **Part 3 –Trucked Liquid Waste Authorizations**

16. Subject to section 22, a *Sewage Control Manager* may issue a *trucked liquid waste authorization* to allow the discharge, directly or indirectly, into a *sewage facility* of *non-domestic trucked liquid waste*, upon such terms and conditions as the *Sewage Control Manager* considers appropriate and, without limiting the generality of the foregoing, may in the *trucked liquid waste authorization*:



- (a) place limits and restrictions on the quantity, composition, frequency and nature of the *trucked liquid waste* authorized to be discharged;
  - (b) require a *generator*, authorized under a *trucked liquid waste authorization* to monitor, in the way specified by the *Sewage Control Manager*, the *trucked liquid waste* being discharged under the *trucked liquid waste authorization* and to keep records and provide information to the *Sewage Control Manager* concerning the discharge and associated *waste sources*, treatment works and measures;
  - (c) require a *generator*, authorized under a *trucked liquid waste authorization* to identify by name which *hauler* will transport the *trucked liquid waste* to the *sewage facility*;
  - (d) specify at which *sewage facility* the *trucked liquid waste* must be discharged to comply with the *trucked liquid waste authorization*; and
  - (e) provide that the *trucked liquid waste authorization* will expire on a specified date, or upon the occurrence of a specified event.
17. A *Sewage Control Manager* may, upon application from the holder of a *trucked liquid waste authorization*, or upon a *Sewage Control Manager's* own initiative, amend the terms and conditions of a *trucked liquid waste authorization*.
  18. A *Sewage Control Manager* may, by order, require any *person* who discharges *non-domestic trucked liquid waste* directly or indirectly into a *sewer* or *sewage facility* to apply for a *trucked liquid waste authorization*.
  19. Application for a *trucked liquid waste authorization* shall be made to a *Sewage Control Manager* on such forms as a *Sewage Control Manager* may prescribe from time to time and shall be accompanied by such information, drawings and specifications as a *Sewage Control Manager* may from time to time prescribe.
  20. Without limiting any other provision of this *Bylaw*, a *Sewage Control Manager* may amend, suspend or revoke any *trucked liquid waste authorization* for any purpose stated in section 1 of the *Sewer Use Bylaw*.
  21. A *trucked liquid waste authorization* may not be transferred or assigned without a *Sewage Control Manager's* consent in writing.
  22. Effective June 1, 2022 a *Sewage Control Manager* may not issue a *trucked liquid waste authorization* in respect of a discharge of *non-domestic trucked liquid waste* originating from an *out-of-region generator* unless the *out-of-region generator* has first obtained an *out-of-region discharge number* in accordance with sections 12 and 13.
  23. The *Board* may from time to time establish fees to be charged for the application for and administration of a *trucked liquid waste authorization*.

#### Part 4 – Discharge Monitoring

24. A *Sewage Control Manager* may require any *generator* who has applied for a *trucked liquid waste authorization* to, at that person's expense, sample and analyze the proposed discharge of *trucked liquid waste* in a manner satisfactory to the *Sewage Control Manager* and to provide the results of such sampling to the *Sewage Control Manager*.
25. A *District* employee or representative may collect a sample of *trucked liquid waste* from any *trucked liquid waste hauling truck* discharging *trucked liquid waste* into a *sewage facility* or accessing a *sewage facility* for that purpose.

#### Part 5 – Manifest Requirements

26. Every *hauler* who discharges, or allows or causes the discharge of *trucked liquid waste* into a *sewage facility* shall, prior to commencing every such discharge of *trucked liquid waste*, submit a *manifest* to the *District* that:
  - a) is in a form approved by the *District*;
  - b) is accurately completed;
  - c) is signed by the *hauler* or *hauler driver* discharging the *trucked liquid waste*;
  - d) is deposited in an approved location at the time of discharge; and,
  - e) contains the following information:
    - (i) whether the discharge is *domestic trucked liquid waste* or *non-domestic trucked liquid waste*;
    - (ii) whether the discharge originates from an *out-of-region generator*;
    - (iii) *hauler* name, address, contact information;
    - (iv) *hauler driver* name;
    - (v) *trucked liquid waste hauling truck* license plate number;
    - (vi) date and time of discharge;
    - (vii) *generator* name, address, contact information for every *generator* contributing to a single discharge from a *trucked liquid waste hauling truck*;
    - (viii) type of waste from each *generator*;
    - (ix) the volume or quantity of the waste from each *generator*;
    - (x) the *trucked liquid waste authorization number* for the discharge, if a *trucked liquid waste authorization* is required for the discharge under Part 2; and
    - (xi) effective June 1, 2022, the *out-of-region discharge number* for the discharge, if the discharge originated from an *out-of-region generator*.

## Part 6 – Discharge Fees

27. Every *hauler* who discharges, or allows or causes the discharge of *trucked liquid waste* into a *sewage facility* shall pay to the *District discharge fees* set out in Schedule A of this *Bylaw*, by the date specified in an invoice issued by the *District*.
28. Any *hauler* required to pay *discharge fees* must apply to the *District* for credit and if the Treasurer of the *District* or the Treasurer's designate is satisfied of the credit worthiness of the *hauler*, then the Treasurer of the *District* or designate may grant credit to that *hauler*, in which case payment of the *discharge fees* shall be made and the credit extended on the following conditions:
  - (a) the *District* will invoice the *discharge fees* on a monthly basis and the *hauler* receiving credit shall pay the *District* within 30 days of the invoice date;
  - (b) the Treasurer of the *District* or the Treasurer's designate may suspend the credit privileges of any *hauler* having an unpaid past due balance.
29. Any *discharge fees* not paid within 30 days of the invoice date will be subject to a monthly interest charge of 1.25% per month (15% per annum).
30. If a *hauler* fails to pay the *discharge fees* required under this *Bylaw* within 30 days of the due date of the invoice, then the *hauler* shall not *discharge, or allow or cause to be discharged, directly or indirectly, any trucked liquid waste* into a *sewage facility* until the *hauler* has fully paid the *discharge fees* and the *District* has advised the *hauler* that credit under section 28 has been restored.
31. The remedies for non-payment of *discharge fees* provided in this *Bylaw* are in addition to any other remedies available to the *District*.

## Part 7 – Powers and Offences

32. A *person* who provides false or misleading information in a *manifest, trucked liquid waste authorization* application, credit application or other submission of information to the *District*, or to an *officer* or the *Sewage Control Manager* in response to a request for additional information, commits an offence.
33. Any *person* who contravenes any provision of this *Bylaw* or a *trucked liquid waste authorization* commits an offence and is liable to a fine not exceeding \$10,000.
34. If an offence under this *Bylaw* continues for more than one day, separate fines, each not exceeding \$10,000, may be imposed for each day, or partial day, that the offence continues.

**Part 8 – General Conditions**

- 35. If any portion of this *Bylaw* is held to be *ultra vires*, illegal, invalid, or unenforceable in any way, in whole or in part, by a court or tribunal of competent jurisdiction, such decision shall not invalidate or void the remainder of the *Bylaw*. The portion so held to be *ultra vires*, illegal, invalid, or unenforceable shall be deemed to be reduced in scope so as to be valid and enforceable, or in the alternative to have been stricken therefrom with the same force and effect as if such parts had never been included in this *Bylaw*.
- 36. Nothing in this *Bylaw* is intended to conflict with the *Environmental Management Act*. A conflict does not exist solely because further restrictions or conditions are imposed by this *Bylaw* or the *Sewer Use Bylaw*.
- 37. Words importing the singular number include the plural number and *vice versa*.

Read a first, second and third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Sav Dhaliwal, Chair

\_\_\_\_\_  
Chris Plagnol, Corporate Officer

## Schedule A

### TRUCKED LIQUID WASTE DISCHARGE FEES

In this Schedule A:

"**British Columbia annual Consumer Price Index (CPI) inflation rate**" means the British Columbia annual Consumer Price Index (CPI) inflation rate for the immediately preceding calendar year, published by the British Columbia Ministry of Finance in its annual "British Columbia Financial and Economic Review", and expressed as a percentage.

1. The *discharge fee* applicable to a discharge of *domestic trucked liquid waste* is as set out in Table 1, except that for the year 2026 and for each year following respectively, the *discharge fee* applicable to a discharge of *domestic trucked liquid waste* is the *discharge fee* that was applicable to a discharge of *domestic trucked liquid waste* in the immediately preceding calendar year, increased by the percentage that is the *British Columbia annual Consumer Price Index (CPI) inflation rate* and rounded to the nearest \$0.01/m<sup>3</sup>.

Table 1: Domestic Trucked Liquid Waste Discharge Fees 2021-2025

Year	2021	2022	2023	2024	2025
Rate (\$/m <sup>3</sup> )	\$8.59	\$17.48	\$26.38	\$35.27	\$44.17

2. The *discharge fee* applicable to a discharge of *non-domestic trucked liquid waste* is as set out in Table 2, except that for the year 2026 and for each year following respectively, the *discharge fee* applicable to a discharge of *non-domestic trucked liquid waste* is the *discharge fee* that was applicable to a discharge of *non-domestic trucked liquid waste* in the immediately preceding calendar year, increased by the percentage that is the *British Columbia annual Consumer Price Index (CPI) inflation rate* and rounded to the nearest \$0.01/m<sup>3</sup>.

Table 2: Non-Domestic Trucked Liquid Waste Discharge Fees 2021-2025

Year	2021	2022	2023	2024	2025
Rate (\$/m <sup>3</sup> )	\$61.30	\$65.80	\$70.30	\$74.80	\$79.30

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
BYLAW NO. 346, 2021  
A Bylaw to Regulate the Discharge of Waste into a Sani-dump**

**WHEREAS:**

- A. The *Environmental Management Act* of British Columbia and the *Greater Vancouver Sewerage and Drainage District Act* authorize the Greater Vancouver Sewerage and Drainage District (the "*District*") Board (the "*Board*") to make bylaws respecting the direct or indirect discharge of *wastes* into any *sewer* or drain connected to a *sewage facility* operated by the *District*;
- B. The *Greater Vancouver Sewerage and Drainage District Act* authorizes the *District* to set fees payable by *persons* who discharge liquid *waste* into any work, service or plant of the *District* for conveying, disposing of, or treating liquid *waste*, and into any work, service, or plant connected thereto; and
- C. It is deemed desirable to regulate the discharge of *waste* into *sani-dumps* connected to *sewers* or *sewage facilities*.

**NOW THEREFORE** the Board of the Greater Vancouver Sewerage and Drainage District enacts as follows:

**Citation**

1. The official citation of this bylaw is "Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021" ("this *Bylaw*").

**Schedule(s)**

2. The following Schedule is attached to and forms part of this *Bylaw*:  
Schedule "A", **REGISTRATION FEE.**

**Definitions**

3. For ease of reference, words that are italicized in this *Bylaw* are defined terms.  
In this *Bylaw*:

**"domestic waste"** means *wastewater*:

- (a) containing human excreta or similar matter;
  - (b) from showers or restroom washbasins;
  - (c) from the non-commercial preparation, cooking, or handling of food; or
  - (d) from non-commercial cleaning or laundry;
- but excluding *sludge*.

**“holding tank”** means a container that holds *wastewater* until the *wastewater* is removed for treatment or disposal;

**“operator”** means any *person* who has management or control, directly or indirectly, of a *sani-dump*;

**“owner”** means any *person* who owns, is in possession of, has the right to control, or occupies and controls a *sani-dump*;

**“proof of registration”** means a printed copy of the prescribed form of registration information submitted to the *District* as set out in section 8 of this *Bylaw*;

**“recreational vehicle waste”** means *domestic waste* accumulated in a *holding tank* in a trailer, camper, transportable housing unit, bus, or long-haul truck with on-board personal lavatory fixtures, or similar vehicles but specifically excludes *trucked liquid waste* or any *waste* transported in a *trucked liquid waste hauling truck*;

**“register”** means to complete a registration of a *sani-dump* in compliance with all of the requirements of Part 3 in this *Bylaw* and when payment of the *registration fee* has been received by the *District*;

**“registration fee”** means the *registration fee* set out in Table 1 of Schedule A and payable in accordance with Part 2;

**“sani-dump”** means any facility that is used or may be used for the discharge of *recreational vehicle waste* to a *sewer*;

**“Sewer Use Bylaw”** means *Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw No. 299, 2007*;

**“trucked liquid waste”** means *trucked liquid waste* as defined in the *Trucked Liquid Waste Bylaw*;

**“Trucked Liquid Waste Bylaw”** means *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw No. 345, 2021*; and

**“trucked liquid waste hauling truck”** means any vehicle that collects *trucked liquid waste* for the purposes of transporting and discharging that *trucked liquid waste* to a *sewage facility*.

4. Terms that are italicized but not defined in this *Bylaw* have the same meaning given to those terms in the *Sewer Use Bylaw* or incorporated by reference into the *Sewer Use Bylaw*.
5. References in this *Bylaw* to an enactment, including the *Sewer Use Bylaw*, include the enactment as it may be amended or replaced from time to time.

### **Part 1 – Application**

6. Every *person*, including every *owner* or *operator* of a *sani-dump* that allows or causes to be discharged, directly or indirectly, *waste* into a *sewer* or *sewage facility*, must comply with this *Bylaw* and the *Sewer Use Bylaw*.

### **Part 2 – Restrictions**

7. No *person* shall discharge, or allow or cause to be discharged, directly or indirectly, any *waste* into a *sani-dump* connected to a *sewer* or *sewage facility* except *recreational vehicle waste* and only if such discharge is at a *sani-dump* posting a *proof of registration* with the *District*.

### **Part 3 – Registration**

8. Subject to sections 13 and 14, every *owner* or *operator* of a *sani-dump* connected to a *sewer* or *sewage facility* must, no later than 30 days prior to the discharge of any *recreational vehicle waste* into the *sani-dump*, *register* the *sani-dump* with the *District* by:
  - (a) providing the following registration information to the *District*, together with any additional relevant registration information required by the *District* in its prescribed form:
    - i. *owner* or *operator's* full name and current contact information;
    - ii. civic address of the property where the *sani-dump* is located;
    - iii. number of *sani-dump* connections to the *sewer* located on the property;
    - iv. signed declaration of *owner* or *operator* that they will comply with this *Bylaw*; and
  - (b) paying the *registration fee* to the *District*.
9. Every *owner* or *operator* of a *sani-dump* that is duly *registered* in accordance with section 8 must post the *proof of registration* at a prominent location at the *sani-dump*.
10. If any of the information in the existing *proof of registration* changes, every *owner* or *operator* of a *sani-dump* must provide current information to the *District* and post a new *proof of registration* in accordance with section 9.
11. Every *person* must, immediately upon the request of an *officer*, provide proof of identity and any other information the *officer* deems necessary to ensure compliance with this *Bylaw*.

### **Part 4 – Sani-dump Operating Prohibitions and Requirements**

12. Every *registered owner* or *operator* of a *sani-dump* connected to a *sewer* or *sewage facility*, must:
  - (a) only accept, discharge or allow or cause to be discharged to a *sewer* or *sewage facility* *recreational vehicle waste*;



- (b) not accept, discharge or allow or cause to be discharged to a *sewer or sewage facility* any waste from a *trucked liquid waste hauling truck*;
- (c) keep all equipment and facilities maintained and in good repair so as to prevent discharges of *waste* other than *recreational vehicle waste*;
- (d) post signage for proper procedures for discharge to prevent discharges of *waste* other than *recreational vehicle waste*;
- (e) post signage advising that only *recreational vehicle waste* may be discharged at a *sani-dump*;
- (f) promptly report to the *District* all suspected or observed discharges to a *sani-dump, sewer or sewage facility* of *waste* other than *recreational vehicle waste*;
- (g) provide access to the *sani-dump* for inspection by an *officer* or a *Sewage Control Manager*; and
- (h) if the *owner* or *operator* intends to close the *sani-dump*, notify the *District* and upon closure of the *sani-dump*, remove the posted *proof of registration*.

#### **Part 5 – Transition**

- 13. Every *owner* or *operator* of any *sani-dump* that is in operation prior to the adoption of this *Bylaw* must, no later than 6 months following the adoption of this *Bylaw*, provide to the *District* the registration information required under section 8(a).
- 14. Every *owner* or *operator* of any *sani-dump* that is in operation prior to the adoption of this *Bylaw* and that complies with section 13 is exempt from paying the *registration fee* required under section 8(b).

#### **Part 6 – Powers and Offences**

- 15. A *person* who provides false or misleading information in a registration or in any information submitted to an *officer* in response to a request for additional information, commits an offence.
- 16. Any *person* who contravenes any provision of this *Bylaw* commits an offence and is liable to a fine not exceeding \$10,000.
- 17. If an offence under this *Bylaw* continues for more than one day, separate fines, each not exceeding the maximum fine for that offence, may be imposed for each day the offence continues.

#### **Part 7 – General Conditions**

- 18. If any portion of this *Bylaw* is held to be *ultra vires*, illegal, invalid, or unenforceable in any way, in whole or in part, by a court or tribunal of competent jurisdiction, such decision shall not invalidate or void the remainder of the *Bylaw*. The portion so held to be *ultra vires*, illegal,

invalid, or unenforceable shall be deemed to be reduced in scope so as to be valid and enforceable, or in the alternative to have been stricken therefrom with the same force and effect as if such parts had never been included in this *Bylaw*.

19. Nothing in this *Bylaw* is intended to conflict with the *Environmental Management Act*. A conflict does not exist solely because further restrictions or conditions are imposed by this *Bylaw* or the *Sewer Use Bylaw*.
20. Words importing the singular number include the plural number and *vice versa*.

Read a first, second and third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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Sav Dhaliwal, Chair

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Chris Plagnol, Corporate Officer

## Schedule A

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### REGISTRATION FEE

In this Schedule A:

**"British Columbia annual Consumer Price Index (CPI) inflation rate"** means the British Columbia annual Consumer Price Index (CPI) inflation rate for the immediately preceding calendar year, published by the British Columbia Ministry of Finance in its annual "British Columbia Financial and Economic Review", and expressed as a percentage.

1. The *registration fee* to be paid under section 8(b) is as set out in Table 1, except that for the year 2022 and for each year following respectively, the *registration fee* to be paid under section 8(b) is the *registration fee* that was to be paid under section 8(b) in the immediately preceding calendar year, increased by the percentage that is the *British Columbia annual Consumer Price Index (CPI) inflation rate* and rounded to the nearest \$1.

Table 1: Registration Fee 2021

Year	2021
Registration Fee	\$100

**GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
AMENDING BYLAW NO. 347, 2021  
A Bylaw to amend Greater Vancouver Sewerage and Drainage District  
Sewer Use Bylaw No. 299, 2007**

**WHEREAS:**

- A. the Greater Vancouver Sewerage and Drainage District (the “District”) Board (the “Board”) has adopted “Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw No. 299, 2007” to manage and regulate the direct and indirect discharge of waste into any sewers and drains connected to a Sewage Facility operated by the District; and
- B. the Board wishes to amend “Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw No. 299, 2007”.

**NOW THEREFORE** the Greater Vancouver Sewerage and Drainage District Board enacts as follows:

**Citation**

- 1. The official citation of this bylaw is “Greater Vancouver Sewerage and Drainage District Sewer Use Amending Bylaw No. 347, 2021” (“Sewer Use Amending Bylaw No. 347, 2021”).

**Amendment of Bylaw**

- 2. “Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw No. 299, 2007” is hereby amended as follows:

(a) In Section 2.1, the following definitions are moved into alphabetical order:

**“Chemical Oxygen Demand” or “COD”;** and  
**“pH”**

(b) In Section 2.1, the following definitions are added in alphabetical order:

**“Domestic Trucked Liquid Waste”** means Domestic Trucked Liquid Waste as defined in the Trucked Liquid Waste Bylaw;

**“Non-Domestic Trucked Liquid Waste”** means Non-Domestic Trucked Liquid Waste as defined in the Trucked Liquid Waste Bylaw;

**“Recreational Vehicle Waste”** means Recreational Vehicle Waste as defined in the Sani-dump Bylaw;

**“Sani-dump”** means a Sani-dump as defined in the Sani-dump Bylaw;

**“Sani-dump Bylaw”** means the *Greater Vancouver Sewerage and Drainage District Sani-dump Bylaw No. 346, 2021*;

**“Sludge”** means any material removed from Wastewater during primary, secondary, or advanced Wastewater treatment and that may or may not have undergone a process to reduce pathogens or vector attraction, but excludes material removed from Wastewater at a District-owned Sewage Facility;

**“Trucked Liquid Waste”** means Trucked Liquid Waste as defined in the Trucked Liquid Waste Bylaw;

**“Trucked Liquid Waste Authorization”** means a Trucked Liquid Waste Authorization as defined in the Trucked Liquid Waste Bylaw;

**“Trucked Liquid Waste Bylaw”** means the *Greater Vancouver Sewerage and Drainage District Trucked Liquid Waste Bylaw, No. 345, 2021*;

(c) In Section 2.1, the following definitions are deleted:

**“Liquid Waste Fee”**

**“Sanitary Waste”**

**“Septic Tank Waste”**

**“Trucked Waste”**

**“Trucked Waste Authorization”**

(d) In Section 2.1, the definition **“Domestic Waste”** is deleted and replaced as follows:

**“Domestic Waste”** means Wastewater:

- (a) containing human excreta or similar matter;
- (b) from showers or restroom washbasins;
- (c) from the non-commercial preparation, cooking, or handling of food; or
- (d) from non-commercial cleaning or laundry;

but excluding Sludge.

(e) In Section 2.1, the definition **“Non-Domestic Waste”** is deleted and replaced as follows:

**“Non-Domestic Waste”** means all Wastewater except Domestic Waste, Storm Water, Uncontaminated Water, and Trucked Liquid Waste;

(f) In Section 2.1, in the definition **“Order”**, after the word “Trucked” the word “Liquid” is added;

(g) In section 2.1, the definition **“Sanitary Sewer”** is deleted and replaced as follows:

**“Sanitary Sewer”** means a Sewer which carries Wastewater but not intended to carry Storm Water;

- (h) In section 2.1, in the definition “**Waste Discharge Permit**”, after the word “Bylaw” the phrase “; and” is added; and
- (i) In section 2.1, in the definition “**Wastewater**”, the phrase “; and” which appears at the end of the definition is deleted.
- (j) Section 4 is deleted and replaced as follows:

**4. TRUCKED LIQUID WASTE and RECREATIONAL VEHICLE WASTE**

- 4.1 No person shall discharge or allow or cause to be discharged into a Sewer or a Sewage Facility any Trucked Liquid Waste unless such discharge is in compliance with the Trucked Liquid Waste Bylaw.
- 4.2 No person shall discharge or allow or cause to be discharged into a Sewer or Sewage Facility any Recreational Vehicle Waste unless such discharge is in compliance with the Sani-dump Bylaw.

- (k) In the title of Section 5, the phrase “**TRUCKED WASTE AUTHORIZATIONS,**” is deleted;

- (l) In Section 5.1, subsection f) is deleted and replaced as follows:

- f) water or any other substance for the purpose of diluting any Non-Domestic Waste or Non-Domestic Trucked Liquid Waste.

- (m) Section 5.2 is deleted and replaced as follows:

- 5.2 Nothing prohibits the discharge of any Waste specified in section 5.1 provided:
  - a) the person, in respect of the discharge, has first obtained a valid and subsisting Waste Discharge Permit, a Trucked Liquid Waste Authorization, or an Order, and the person is in compliance with its provisions; or
  - b) the person is allowed to make the discharge pursuant to the Grease Interceptor Bylaw, the Fermentation Operations Bylaw, the Hospital Pollution Prevention Bylaw, or a Code of Practice, and the person is in compliance with the requirements of such Bylaw or Code of Practice.

- (n) In Section 5.6, the phrase “or a Trucked Waste Authorization” is deleted;

- (o) In Section 5.7, the phrase “or Trucked Waste Authorization” is deleted;

(p) Section 5.8 is deleted and replaced as follows:

5.8 Where a substance has been discharged into a Sewer or a Sewage Facility in contravention of any Waste Discharge Permit, Trucked Liquid Waste Authorization, Order, the Grease Interceptor Bylaw, the Fermentation Operations Bylaw, the Hospital Pollution Prevention Bylaw, the Sani-dump Bylaw, the Trucked Liquid Waste Bylaw, or this Bylaw, any person who:

- a) owns the Waste being discharged in contravention or who has charge, management, or control thereof;
- b) owns, operates, or controls the facility from which the Waste was discharged; or
- c) causes or contributes to the causation of the discharge

shall, at the first available opportunity, verbally report such occurrence to a Sewage Control Manager or to an Officer and shall forthwith undertake all remedial action that is available to minimize, counteract, mitigate and remedy the effect of such discharge.

(q) In Section 5.10, the phrase "Trucked Waste Authorization," is deleted;

(r) Section 6.1 is deleted and replaced as follows:

6.1 Whether or not a person holds and is in compliance with the Grease Interceptor Bylaw, the Fermentation Operations Bylaw, the Hospital Pollution Prevention Bylaw, the Trucked Liquid Waste Bylaw, a Waste Discharge Permit, Order, Code of Practice, or an approved Hospital Pollution Prevention Plan, a Sewage Control Manager may, for any of the purposes set out in section 1, issue a Discharge Abatement Order in accordance with section 6.2.

(s) Section 6.2 is deleted and replaced as follows:

6.2 A Discharge Abatement Order may:

- a) require a person to alter the quantity, composition, duration and timing of the discharge or cease discharge of Non-Domestic Waste or Non-Domestic Trucked Liquid Waste to a Sewer or Sewage Facility; and
- b) include any terms or conditions that could be included in a Waste Discharge Permit.

(t) Section 7.2 is deleted and replaced as follows:

7.2 An Authorization issued in respect to “Trucked Waste” pursuant to the Former Bylaw shall be deemed to be a Trucked Liquid Waste Authorization issued under the Trucked Liquid Waste Bylaw.

(u) In Section 7.3, after the word “Trucked” the word “Liquid” is added;

(v) Section 9.1 is deleted and replaced as follows:

9.1 Without limiting the Board’s powers under the *Environmental Management Act*, the Board may, from time to time, appoint one or more persons to be a Sewage Control Manager, a deputy Sewage Control Manager, or an Officer to undertake duties under this Bylaw, the Fermentation Operations Bylaw, the Hospital Pollution Prevention Bylaw, the Grease Interceptor Bylaw, the Sani-dump Bylaw, and the Trucked Liquid Waste Bylaw.

(w) In the title for Section 10, the phrase “/AUTHORIZATION” is deleted;

(x) In Section 10.1, the phrase “or a Trucked Waste Authorization” is deleted;

(y) Section 10.2 is deleted and replaced as follows:

10.2 Any person who contravenes any provision of this Bylaw, the Grease Interceptor Bylaw, the Fermentation Operations Bylaw, the Sani-dump Bylaw, the Trucked Liquid Waste Bylaw, a Waste Discharge Permit, Trucked Liquid Waste Authorization, Order, Code of Practice, or approved Hospital Pollution Prevention Plan shall be liable to the District for and shall indemnify the District from all costs, expenses, damages and injuries resulting from the contravention. This section does not limit any other remedies or actions the District may have under this Bylaw or otherwise at law.

(z) In Section 13.1, the phrase “Trucked Waste Authorization,” is deleted;

(aa) In Section 14.1, the phrase “and Liquid Waste Fees” is deleted;

(bb) Section 14.2 is deleted;

(cc) In Section 14.4, the phrase “Liquid Waste Fees or” is deleted;

(dd) In Schedule “A”, Section 3, the phrase “Sanitary Waste,” is deleted and replaced with “Domestic Waste,”;



(ee) In Schedule “A”, Section 4, subsection c), after the phrase “Non-Domestic Waste” the phrase “or Non-Domestic Trucked Liquid Waste” is added;

(ff) In Schedule “A”, Section 6, the word “sewer” is deleted and replaced with the phrase “Sewer or Sewage Facility”;

(gg) In Schedule “B”, Section 1 is deleted and replaced as follows:

1. **PARTICLE SIZE WASTE**

Any Non-Domestic Waste or Non-Domestic Trucked Liquid Waste, including that from cooking and handling of food, that at the point of discharge into a Sewer or Sewage Facility, contains particles larger than 0.5 centimetres in any dimension.

(hh) In Schedule “B”, Section 2 is deleted and replaced as follows:

2. **pH WASTE**

Any Non-Domestic Waste or Non-Domestic Trucked Liquid Waste which, at the point of discharge into a Sewer or Sewage Facility, has a pH lower than 5.5 or higher than 10.5.

(ii) In Schedule “B”, Section 3, after the word “Sewer” the phrase “or Sewage Facility” is added;

(jj) In Schedule “B”, Section 5, the phrase “Sanitary Waste” is deleted and replaced with the phrase “Domestic Waste or Domestic Trucked Liquid Waste”;

(kk) In Schedule “F”, the heading “**LIQUID WASTE FEES**” is deleted and replaced with “**INDUSTRIAL TREATMENT FEES**”;

(ll) In Schedule “F”, the heading “**SEPTIC TANK WASTE AND TRUCKED WASTE FEES**” immediately above Section 1.1 is deleted; and,

(mm) In Schedule “F”, Section 1.1 is deleted and replaced as follows:

1.1 Deleted by *Sewer Use Amending Bylaw No. 347, 2021*.

Read a first, second and third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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Sav Dhaliwal, Chair

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Chris Plagnol, Corporate Officer

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# Final Engagement Summary

## Trucked Liquid Waste Program Review

Issued: May 2021

42839439



## 1.0 Overview

### 1.1 Purpose of this Report

This summary includes an overview of the activities and key findings from the engagement program for Metro Vancouver's Trucked Liquid Waste Program, which includes a review of sections of *Sewer Use Bylaw No. 299, 2007*. From October 2019 to December 2020, Metro Vancouver received input from a variety of industry representatives in feedback sessions, questionnaires, meetings, interviews and through written submissions. The comments and ideas generated in these discussions and written submissions were reviewed by staff as they developed draft policy proposals for consideration by Metro Vancouver's Liquid Waste Committee and Board. A separate Issue – Response Table provides a summary of issues raised during engagement and Metro Vancouver responses, indicating how those issues have been considered during the review.

This report includes the following sections:

1. Overview
2. Engagement Program
3. Engagement Activities and Participation
4. Engagement Themes
5. Next Steps

### 1.2 Program Review Description

Trucked liquid waste is high strength and must be managed appropriately to minimize risks to the wastewater system. The purpose of *Sewer Use Bylaw No. 299, 2007* is to protect the wastewater system, human health and the environment. Aspects of the bylaw related to trucked liquid waste have not been reviewed since 2007 and associated fees have not been updated since 2012.

A review of the Trucked Liquid Waste Program has identified significant changes to the quantities and types of materials discharged over the last 10 years, as well as evolving business practices. Metro Vancouver is reviewing the program to ensure it reflects current best practices for the management of trucked liquid waste in the region. Regulations, fee structure and definitions require a review to:

- Stay current with industry practices and trends
- Reflect regional population growth
- Better manage what is being delivered to treatment plants

The program review process seeks to:

- Make administrative changes and clarify language
- Update definitions and provide clarity on what wastes must use trucked liquid waste facilities and what wastes can be directly discharged to the wastewater collection system
- Introduce regulations for sani-dumps
- Clarify manifesting requirements for haulers
- Develop processes and protocols for out of region trucked liquid waste
- Update the current fee structure that has not been reviewed since 2012
- Develop educational tools to increase awareness of bylaw requirements

## 2.0 Engagement Program

### 2.1 Engagement Summary

#### Who we talked to



#### What we did



## 2.2 Who we talked to

Metro Vancouver invited the following industry representatives who may be interested in or impacted by changes to the Trucked Liquid Waste Program to participate in the engagement program:

- Trucked liquid waste haulers, including portable toilet companies
- Non-domestic waste generators
- Sani-dump operators
- Neighbouring out of region liquid waste jurisdictions and wastewater treatment plants
- Member jurisdictions

## 2.3 Engagement Timeline

Beginning in fall 2019, Metro Vancouver engaged with industry representatives to seek input as part of the program review process. The timeline below outlines the engagement activities undertaken in each phase of engagement.

### TRUCKED LIQUID WASTE PROGRAM REVIEW ENGAGEMENT TIMELINE



## 3.0 Activities and Participation

### 3.1 Engagement Methods and Participation

Date	Activity	Reach
October - November 2019	Presentations to haulers at trucked liquid waste education sessions	64 participants
November 2019	Email invitation to hauler workshop	62 emails sent
December 12, 2019	Trucked liquid waste hauler workshop	11 participants
January 2020	Trucked liquid waste hauler interviews	5 participants
January 2020	Mailed notice to sani-dump operators	17 letters sent
February 2020	Sani-dump operator interviews	8 participants
May - June 2020	Trucked liquid waste hauler questionnaire	8 responses
June 2020	Mailed invitation to out of region liquid waste jurisdictions	8 letters sent
June 2020	Mailed notice to non-domestic waste generators	99 letters sent
June 2020	Non-domestic waste generator questionnaire	4 responses
August - September 2020	Out of region liquid waste jurisdictions and wastewater treatment plant meetings	8 participants in 5 meetings
October 2020	Interim Engagement Summary emailed to industry representatives	126 emails sent
November 2020	Trucked liquid waste and sani-dump policy proposals sent to industry representatives for comment	266 emails & 117 letters sent
December 2020	Sani-dump operator follow-up interviews	13 participants

## 4.0 Engagement Themes

The comments and ideas provided in the following tables reflect the themes Metro Vancouver heard during the engagement process. Staff reviewed the comments and ideas provided by engagement participants as they developed policy proposals for consideration by Metro Vancouver’s Liquid Waste Committee and Board. (Note: Ideas related to facility operations are outside of the scope of this review and therefore not included in this report. All operations-related comments have been shared with the Liquid Waste Services Operations & Maintenance Division.)

### 4.1 In-person Workshop

Workshop Date	Stakeholder Group / Meeting Topic	# of participants
December 12, 2019	Trucked Liquid Waste Haulers	11

Theme	Participant Comments
Understanding current practices	<ul style="list-style-type: none"> <li>Consider the administrative burden on haulers with any proposed changes. Time is a primary factor in improving profit margins for haulers.</li> <li>Explore verifying loads with customers instead of haulers.</li> <li>Explore allowing tank tipping at more facilities. Often tanks are not fully emptied resulting in extra trips for haulers and an inability to use full truck capacity, which adds costs to customers.</li> <li>Note that load contents are difficult to determine for haulers due to pick up volumes being based on an estimate for each customer.</li> </ul>
Language and definitions	<ul style="list-style-type: none"> <li>Consensus about the definition of ‘septic tank’ vs. ‘holding tank’:</li> <li>Clarify the classification of ‘domestic’ and ‘non-domestic’ waste.</li> <li>Consider the same classification for human and dog waste.</li> <li>Consider the administrative burden on haulers if Metro Vancouver implements multiple waste type classifications on the manifests.</li> </ul>
Fees	<ul style="list-style-type: none"> <li>Seek to minimize pressure on haulers, as profit margins are thin.</li> <li>Note that haulers are an essential service to guarantee proper disposal of waste. A large increase in fees may penalize suppliers providing an important service and may cause an increase in illegal disposal methods.</li> <li>Clarify the classification of certain types of waste and the fees associated with disposing of those wastes.</li> </ul>
Education and awareness	<ul style="list-style-type: none"> <li>Develop educational materials for customers, property management companies, developers and homeowners who have septic tanks. Emphasize the cost savings with compliance.</li> </ul>



## 4.2 Interviews

### 4.2.1 Trucked Liquid Waste Haulers

Interview Dates	Stakeholder Group / Meeting Topic	# of participants
January 7 – 21, 2020	Trucked Liquid Waste Haulers	5

Theme	Participant Comments
<b>Understanding current practices</b>	<ul style="list-style-type: none"> <li>Consider maintaining the current process and manifest system at Metro Vancouver facilities, as they are straightforward, simple and accurately report waste types.</li> <li>Explore adding a section to identify unusual loads on the manifest to address potential contaminated loads.</li> <li>Clarify the types of waste accepted at various locations.</li> <li>Note that it is difficult for haulers to track the exact origin of loads for older facilities where connected infrastructure makes it difficult to determine load composition (e.g. failed grease trap connected to a septic system).</li> <li>Explore developing guidelines for when haulers are aware they are handling a non-compliant or unusual load.</li> <li>Explore the frequency at which companies collect waste from outside the region, as it is likely infrequent.</li> <li>Note the impact of private facilities that charge cheaper rates and re-use product beneficially on the reduction of non-domestic waste volumes at Metro Vancouver facilities.</li> </ul>
<b>Language and definitions</b>	<ul style="list-style-type: none"> <li>Clarify definitions of ‘domestic’ and ‘non-domestic’ waste, as they are vague. The understanding of domestic waste is generally consistent, but this is not the case with non-domestic waste.</li> <li>Clarify the classification of dog waste.</li> <li>Explore inconsistencies with waste classifications for pit and portable toilets.</li> <li>Classify and clarify language for managing food service waste for companies inexperienced with this product.</li> <li>Classify waste from private wastewater treatment plants serving commercial facilities and trailer parks.</li> </ul>
<b>Fees</b>	<ul style="list-style-type: none"> <li>Explore maintaining current fees, as increased fees will be passed on to customers.</li> <li>Explore possible non-compliance issues that may arise from a fee increase.</li> </ul>
<b>Education and awareness</b>	<ul style="list-style-type: none"> <li>Design a visually-focused, plain-language document (1-3 pages) that describes domestic and non-domestic waste types and disposal procedures. Consider an electronic format.</li> <li>Design materials for both drivers and customers.</li> </ul>

	<ul style="list-style-type: none"> <li>• Explore a quick-reference helpline for haulers to call to assist with resolving questions about questionable loads.</li> </ul>
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## 4.2.2 Sani-Dump Operators

Interview Dates	Stakeholder Group / Meeting Topic	# of participants
February 4 – 19, 2020	Sani-Dump Operators	8

Theme	Participant Comments
<b>Understanding current practices</b>	<ul style="list-style-type: none"> <li>• Note that the majority of sani-dump users are RV operators (mix of holiday goers and full-time residential RV users) and the highest volume periods occur during summer months. Operators mentioned they are periodically approached by carpet cleaning companies, or small portable toilet companies, with requests to discharge. Frequency of requests was higher several years ago, infrequent in recent years.</li> <li>• Note that most operators vet loads based on vehicle type (e.g. RVs are allowed, commercial vehicles are denied).</li> <li>• Consider the administrative burden on operators if you ask them to track discharge volumes. Operators do not currently track these volumes and have no plans to do so in future.</li> <li>• Note that most users of sani-dump facilities are knowledgeable and aware of best practices.</li> <li>• Work with sani-dump operators to ensure harmful products do not enter the sewer system. Operator interests are generally aligned with Metro Vancouver objectives.</li> </ul>
<b>Waste types</b>	<ul style="list-style-type: none"> <li>• Note that there is no clear set of rules for sani-dump use, or material outlining discharge requirements. A few operators have posted procedures at their sani-dump locations.</li> </ul>
<b>Sani-dump regulation</b>	<ul style="list-style-type: none"> <li>• Note that implementing too-stringent regulations could result in sani-dump facility closures. The general consensus amongst operators was that a sani-dump registration system would not create additional operational challenges.</li> </ul>
<b>Education and awareness</b>	<ul style="list-style-type: none"> <li>• Note that sani-dump operators have no authority to dictate how RV users manage their equipment.</li> <li>• Develop educational materials in multiple languages to be distributed by sani-dump operators.</li> <li>• Approach RV and camping associations to assist with communication requirements.</li> </ul>

## 4.2.3 Out of Region Wastewater Jurisdictions

Meeting Dates	Stakeholder Group / Meeting Topic	# of participants
August 10, 2020	City of Chilliwack	2
August 10, 2020	City of Abbotsford	2
August 12, 2020	District of Sechelt	1
August 20, 2020	SYLVIS (on behalf of Fraser Valley Regional District)	1
September 10, 2020	Fraser Valley Regional District (FVRD)	2

Theme	Participant Comments
Waste characteristics	<ul style="list-style-type: none"> <li>Note that some jurisdictions have seen increases in industrial loading and cannot handle extra loads.</li> <li>Note that there have been incidents of haulers trying to deliver waste activated sludge to neighbouring jurisdictions' wastewater treatment plants by labelling waste as 'domestic'.</li> </ul>
Communication	<ul style="list-style-type: none"> <li>Provide regular updates as the program progresses.</li> <li>Share best practices to inform trucked liquid waste programs in other jurisdictions.</li> <li>Clarify why Metro Vancouver is considering restricting out of region waste.</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>Consider the impacts on other jurisdictions who rely on disposing waste at Metro Vancouver facilities and may not have other options for sludge disposal.</li> <li>Consider the limited infrastructure capacity of wastewater treatment plants in other jurisdictions.</li> </ul>
Other	<ul style="list-style-type: none"> <li>Note that other jurisdictions are also looking to restrict out of region waste. These jurisdictions understand why Metro Vancouver is considering these changes.</li> <li>Note the timelines of other jurisdictions' policies to restrict out of region waste at their facilities.</li> </ul>

## 4.3 Questionnaires

### 4.3.1 Trucked Liquid Waste Haulers

An online questionnaire was open to haulers from May 6, 2020 – June 29, 2020. There were eight questionnaires completed during this period.

Theme	Summary of feedback
<b>Operations</b>	<ul style="list-style-type: none"> <li>All respondents were users of the Iona Island Wastewater Treatment Plant, with half of respondents reporting use of a combination of Iona Island, Annacis Island and NW Langley facilities.</li> <li>Squamish and Mission are the jurisdictions outside of Metro Vancouver most commonly serviced by over half of respondents.</li> </ul>
<b>Reporting</b>	<ul style="list-style-type: none"> <li>Manifest requirements were clear for both domestic and non-domestic waste.</li> <li>Haulers understood their responsibilities regarding load type and volume reporting. Just over half were aware of their responsibility to provide contact information for the generator.</li> <li>Printable manifest forms were identified as potentially helpful.</li> <li>Since all drivers carry smartphones, it was suggested that there may be an opportunity to develop a cloud-based platform to assist with automated tracking and reporting loads to Metro Vancouver staff.</li> </ul>
<b>Waste type</b>	<ul style="list-style-type: none"> <li>Tracking of load types and volumes by drivers is achieved through various approaches, including manual/paper tracking by smaller operators, paper records transcribed to a computerized data system, and the use of iPads and GPS. The same systems generally apply to tracking load origin.</li> <li>Just over half of respondents report mixing loads of liquid waste from different sources, but they all ensure that only loads of the same waste type are mixed.</li> <li>Holding and septic tanks were identified by all respondents as sources of 'domestic waste', with portable and pit toilets also included by just over half of respondents.</li> <li>The list of waste types given in the questionnaire accurately reflected the types of waste hauled and no other materials were identified.</li> <li>Chemical waste was identified by all as a source of 'non-domestic waste', while sewage treatment plant waste was also included by just over half and dog waste and food service waste by exactly half of respondents.</li> </ul>
<b>Training and communication</b>	<ul style="list-style-type: none"> <li>A mandatory orientation for drivers, including a visual cue to denote completion (e.g. hard hat sticker) was suggested as an educational</li> </ul>

	<p>resource; as was certification by the BC Onsite Sewage Association (BCOSSA) and Applied Science Technologists &amp; Technicians of BC (ATTSSBC).</p> <ul style="list-style-type: none"> <li>• Online resources were identified as the preferred format for educational materials, followed by videos and guidebooks.</li> <li>• Email was identified as the preferred medium for receiving status updates on the Trucked Liquid Waste Program.</li> </ul>
<b>Fees</b>	<ul style="list-style-type: none"> <li>• Respondents were generally supportive of a nominal increase in fees but noted that any additional costs would likely be passed on to customers. One respondent expressed concern that too steep of a fee increase might result in non-compliance.</li> </ul>

## 4.3.2 Non-Domestic Waste Generators

An online questionnaire was open to non-domestic waste generators from June 3, 2020 – June 29, 2020. There were four questionnaires completed during this period.

Theme	Summary of feedback
<b>Storage</b>	<ul style="list-style-type: none"> <li>• One respondent reported that waste activated sludge is held in a sludge storage tank that requires monthly disposal. Noted there are no other options available for disposal, but they are willing to accept nominal increases in fees.</li> </ul>
<b>Waste type</b>	<ul style="list-style-type: none"> <li>• Three respondents indicated that they were wastewater treatment plants that generate sludge requiring disposal.</li> <li>• One of these wastewater treatment plants is located in Chilliwack, where there is no facility to accept waste activated sludge. The discharge fee, combined with hauling costs to Annacis Island Wastewater Treatment Plant, results in substantial costs to the 33-household development.</li> <li>• Waste activated sludge from a wastewater treatment plant is defined by Metro Vancouver as non-domestic, even if the source is a residential housing development. The respondent suggested that this should be reconsidered.</li> <li>• <i>Post-engagement note: In January 2021, the Abbotsford Mission Water and Sewer Commission adopted the recommendation to accept waste activated sludge on a case-by-case basis including consideration of sludge originating from the Fraser Valley Regional District.</i></li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• None of the respondents have considered energy recovery programs.</li> </ul>

## 4.4 Proposed Policy Changes Comment Period

### 4.4.1 Trucked Liquid Waste Haulers

Emails with linked web resources explaining the proposed policy changes for trucked liquid waste haulers and generators were sent on November 25, 2020. They included an invitation to submit input or questions about how the proposed policy changes may effect haulers’ organizations. The deadline for feedback was December 11, 2020. One respondent provided feedback during the comment period.

Theme	Summary of feedback
<b>Fees</b>	<ul style="list-style-type: none"> <li>One respondent was in favour of the proposed gradual fee increase and noted that the deferral of a fee increase until 2022 due to the economic impact of COVID-19 was appropriately compassionate towards haulers and customers.</li> </ul>

### 4.4.2 Non-Domestic Waste Generators

Factsheets explaining the proposed policy changes for trucked liquid waste haulers and generators were mailed to non-domestic waste generators on November 25, 2020. They included an invitation to submit input or questions about how the proposed policy changes may effect generators’ organizations. The deadline for feedback was December 11, 2020. Two respondents—both operators of wastewater treatment plants that generate sludge requiring disposal—provided feedback during the comment period.

Theme	Summary of feedback
<b>Fees</b>	<ul style="list-style-type: none"> <li>One respondent noted that increasing costs were expected and that proposed fee schedule was reasonable.</li> </ul>
<b>Waste type</b>	<ul style="list-style-type: none"> <li>One respondent noted that the waste activated sludge from their wastewater treatment plant is defined by Metro Vancouver as non-domestic, even though the source is a residential housing development and their lab results indicate that the sludge does not contain hazardous or dangerous materials.</li> </ul>
<b>Out-of-region</b>	<ul style="list-style-type: none"> <li>One respondent is the operator of a small residential wastewater treatment plant in Chilliwack. They expressed concerns regarding the proposed policy change to no longer accept out-of-region trucked liquid waste and noted that there are no facilities in the Fraser Valley that will accept the waste activated sludge from their plant.</li> <li>This respondent also stated that having no other options for discharge of their sludge should be considered an “exceptional circumstance” under the new policy proposal and requested that their waste continue to be accepted on an ongoing basis.</li> <li><i>Post-engagement note: In January 2021, the Abbotsford Mission Water and Sewer Commission adopted the recommendation to accept waste</i></li> </ul>

*activated sludge on a case-by-case basis including consideration of sludge originating from the Fraser Valley Regional District.*

#### 4.4.3 Sani-Dump Operator Follow-up Interviews

Interview Dates	Stakeholder Group / Meeting Topic	# of participants
December 1 – 10, 2020	Sani-Dump Operators	13

Theme	Comments and Ideas from Participants for Metro Vancouver’s Consideration and Information
Operations	<ul style="list-style-type: none"> <li>One respondent noted that since their initial interview, they have started asking sani-dump customers what type of waste they are dumping.</li> </ul>
Fees	<ul style="list-style-type: none"> <li>A small registration fee to continue operations would be acceptable.</li> </ul>
Sani-dump regulation	<ul style="list-style-type: none"> <li>One respondent indicated that they have individual sewer connections for each RV site, with no central sani-dump facility.</li> <li>One respondent noted that increasing regulations and bureaucracy could be burdensome to operators.</li> </ul>

## 5.0 NEXT STEPS

Informed by this feedback, combined with other policy requirements, Metro Vancouver staff have developed policy proposals to present to Metro Vancouver’s Liquid Waste Committee and Board for consideration in May 2021. If approved, these policy changes will be implemented over the summer and fall of 2021.

If you have any comments or questions about the information presented in this Engagement Summary, please contact the Trucked Liquid Waste Program Review project team at [TLWreview@metrovancouver.org](mailto:TLWreview@metrovancouver.org).

# CONSIDERATION OF FEEDBACK TRUCKED LIQUID WASTE PROGRAM REVIEW

## **Haulers and Generators - Workshop, interviews, online questionnaires and meetings**

The following comments were provided by participants during the Trucked Liquid Waste Program Review engagement activities. Similar comments and questions have been grouped together for response by Metro Vancouver.



#	Category	Source	Participant Comment	Metro Vancouver Response
Understanding Current Practices				
1.	Load reporting/ manifest	<p>Small group meeting – haulers (Dec 12, 2019)</p> <p>Interviews – haulers (Jan 7, 8, 14 &amp; 21, 2020)</p>	<p>Reporting loads is an administrative burden for some haulers and can result in delays at trucked liquid waste facilities.</p> <p>Time is a primary factor in improving profit margins in the hauling industry. It is time consuming to input individual load origins and shouldn't be required since this information is already listed on the manifest.</p> <p>Majority of haulers utilize computer or GPS tracking to determine load origin. Bill of lading system (i.e., receipt records of transported loads) also utilized. Most companies expressed no issues tracking load origin.</p> <p>It is the responsibility of the driver to properly track load origin in companies that do not have electronic tracking systems.</p> <p>Companies acknowledged multiple pick-ups are challenging to track with no electronic system.</p> <p>It is difficult to track the exact origin of loads for older facilities, where connected infrastructure makes it difficult to determine load composition (e.g., failed grease trap connected to a septic system).</p>	<p>Metro Vancouver is proposing that a waste manifest continues to be required for each load with the waste type, names and contact information for hauler, driver and generator, volume of load and authorization number, if applicable. Failure to provide complete and accurate information could result in loss of access to all Metro Vancouver facilities.</p>
2.	Contact information on manifest	<p>Small group meeting – haulers (Dec 12, 2019)</p>	<p>Haulers should not be required to provide detailed contact information for their customers. Suggestion that Metro Vancouver research customer contact information through other channels, such as internet searches, if they need to verify load origins.</p> <p>There is some confusion about the communication process for when and how Metro Vancouver follows up on manifest details, such as load origin. Requested clarity and consistency regarding required contact information to determine load origin (i.e., hauler or customer).</p>	<p>Metro Vancouver is proposing that a waste manifest continues to be required for each load with the waste type, names and contact information for hauler, driver and generator, volume of load and authorization number, if applicable. Failure to provide complete and accurate information could result in loss of access to all Metro Vancouver facilities.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
3.	Tank tipping/ load mixing	Small group meeting – haulers (Dec 12, 2019)	Some Metro Vancouver facilities do not allow tank tipping, so often tanks are not fully emptied. This can result in extra trips for haulers and an inability to use full truck capacity. It may also add costs to customers. The Iona Island Wastewater Treatment Plant facility is the only Metro Vancouver facility that allows tank tipping. Not fully emptying loads can also result in additional load mixing, which could impact the ability to track contents.	Waste defined as ‘trucked liquid waste’ can only be discharged at designated trucked liquid waste facilities and cannot contain prohibited wastes as outlined in the Sewer Use Bylaw. Mixed loads (loads containing both domestic and non-domestic trucked liquid waste) are not accepted.  Requests for operational facility improvements have been shared with Metro Vancouver’s Operations and Maintenance division
4.	Load reporting/ manifest/ load mixing	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	<p>Similar process for tracking bulk loads, developed with Metro Vancouver staff, are being adopted by many companies.</p> <p>Practice of double hauling (i.e., collecting waste load and transporting it to a company’s holding tank, then to a MV facility as a bulk or mixed load) is viable for domestic waste, but not for non-domestic waste due to fee structure.</p> <p>Some companies assign specific trucks for specific waste types and require unloading every day at Metro Vancouver facilities. Standard company procedure is 1-2 pick-ups per day and unloading at MV facility every day. Increased frequency of unloading does not present tracking difficulties.</p> <p>Companies mix loads of same waste type. None of the companies reported mixing loads of different waste types.</p> <p>Explore adding a section to identify unusual loads on the manifest to address potential contaminated loads.</p> <p>Explore developing guidelines for when haulers are aware they are handling a non-compliant or unusual load.</p>	<p>Waste defined as ‘trucked liquid waste’ can only be discharged at designated trucked liquid waste facilities and cannot contain prohibited wastes as outlined in the Sewer Use Bylaw. Mixed loads (loads containing both domestic and non-domestic trucked liquid waste) are not accepted.</p> <p>The Procedure Manual and manifest forms will be reviewed and updated after bylaw adoption.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
5.	Garbage in loads	Online questionnaire – haulers (May -June 2020)	Challenges with people mixing garbage with trucked liquid waste.	Metro Vancouver’s “Unflushables” campaign materials can be used to continue informing the public about what can and cannot be disposed in liquid waste systems.  Materials are available on Metro Vancouver’s website: <a href="http://www.metrovancouver.org/services/liquid-waste/advertising-campaigns/Pages/default.aspx">http://www.metrovancouver.org/services/liquid-waste/advertising-campaigns/Pages/default.aspx</a>
6.	Tracking	Online questionnaire – haulers (May -June 2020)	Hard to monitor volume going in as no counters are used on trucks.	Haulers can monitor or estimate volumes of waste at the point of pick up from generators.
7.	Small wastewater treatment plants	Individual meetings – out of region jurisdiction (Aug 10, 12, Sept 10, 2020)	City of Chilliwack has a small wastewater treatment plant that accepts domestic waste; however, it requires upgrades.  There have been incidents of haulers trying to deliver waste activated sludge to Chilliwack’s facility by labelling it as “domestic”.	Metro Vancouver is proposing that the types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ stay the same.  Sludge generated by small package wastewater treatment plants is industrially processed waste that is highly concentrated and requires additional treatment considerations, thus will continue to be classified as ‘non-domestic waste’.
8.	Increase in loads	Individual meetings – out of region jurisdiction (Aug 10, 12, Sept 10, 2020)	JAMES Plant, in Abbotsford, has seen a 50% increase in industrial loading and cannot handle extra loads.	Comment noted.
Language and Definitions				
9.	Manifest and categories	Small group meeting – haulers (Dec 12, 2019)	It is industry practice to classify waste based on the primary source (e.g. septic tank, holding tank, pit toilet, portable toilet). The Metro Vancouver manifest only has four categories. Creating additional categories could lead to more administrative work. The current process at trucked liquid waste facilities is slow, so any changes or updates need to improve efficiency.	Metro Vancouver is proposing updated bylaw definitions to provide clarity. This includes definitions for sources of liquid waste and waste types.  The Procedure Manual and manifest forms will be reviewed and updated after bylaw adoption.

#	Category	Source	Participant Comment	Metro Vancouver Response
10.	Holding tanks	Small group meeting – haulers (Dec 12, 2019)	Suggest updating ‘holding tank’ definition to incorporate two different types of holding tanks: grey water holding tank (hand wash) and sewage holding tank (with high concentration of water). ‘Septic tank’ definition would be classified as higher concentration of semi-solid waste.	<p>Metro Vancouver is proposing updates to definitions to provide clarity including sources of liquid waste and especially waste types.</p> <p>Metro Vancouver is proposing that the types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ stay the same.</p>
11.	Portable toilets	Small group meeting – haulers (Dec 12, 2019)	A portable toilet is essentially a small holding tank with chemicals and dye in the water.	Comment noted.
12.	Domestic vs. non-domestic	Small group meeting – haulers (Dec 12, 2019)	<p>The difference between ‘domestic’ and ‘non-domestic’ waste requires clarification. In some circumstances, trucked grey water must be disposed at the Iona Island Wastewater Treatment Plant facility and is classified as ‘non-domestic’. However, residential properties will discharge the same products into the sewer system, which end up at other Metro Vancouver facilities.</p> <p>Some definitions are confusing (e.g., shower water is not considered grey water so is subject to non-domestic fees).</p>	<p>Definitions have been developed to provide clarity including sources of liquid waste and especially waste types.</p> <p>The types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ will stay the same. Sludge generated by small package wastewater treatment plants is industrially processed waste that is highly concentrated and requires additional treatment considerations, thus will continue to be classified as ‘non-domestic waste’.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
13.	Pit toilets	<p>Small group meeting – haulers (Dec 12, 2019)</p> <p>Interviews – haulers (Jan 7, 8, 14 &amp; 21, 2020)</p>	<p>Pit toilets are a different category because of the unpredictability of waste composition due to contamination (e.g., garbage). Metro Vancouver pit toilets are the only pit toilets in the region. Some haulers report that pit toilet pumping is prearranged with Metro Vancouver and scheduled at Iona Island Wastewater Treatment Plant to process the load. The facility at Iona Island Wastewater Treatment Plant has extended hours on a case by case basis to allow for pit toilet dumping.</p> <p>Pit and portable toilets are more difficult to manage and there is some misinterpretation and misunderstanding of these waste classifications. Many companies choose to avoid dealing with this type of waste.</p> <p>Contamination of pit toilets creates manifest and disposal challenges.</p> <p>The portable toilets waste classification requires clarification.</p>	<p>Metro Vancouver is proposing that pit toilet and portable toilet waste will continue to be classified as domestic trucked liquid waste.</p> <p>Metro Vancouver’s operations staff must consider the best way to manage discharges of all waste loads at trucked liquid waste facilities to ensure they do not affect treatment plant processes.</p>
14.	Dog waste	<p>Small group meeting – haulers (Dec 12, 2019)</p> <p>Interviews – haulers (Jan 7, 8, 14 &amp; 21, 2020)</p> <p>Online questionnaire – haulers (May -June 2020)</p>	<p>Dog and human waste should have the same classification on manifests due to similar composition. Metro Vancouver should track how much dog waste is being kept out of the landfill.</p> <p>There was no clear agreement on the classification of dog waste (some companies believe it should be domestic, others consider it better as non-domestic).</p> <p>Pricing of dog waste creates non-compliance issues. Companies who price at non-domestic rates will not get a contract; customer will search for lower rates priced as domestic.</p>	<p>Metro Vancouver is proposing that dog waste will continue to be classified as domestic trucked liquid waste.</p>
15.	Food service waste	<p>Small group meeting – haulers (Dec 12, 2019)</p> <p>Interviews – haulers (Jan 7, 8, 14 &amp; 21, 2020)</p>	<p>The development of sub-categories for food service waste would assist haulers in being more specific about types of waste being hauled, especially grease.</p> <p>Requested classification and clarifying language for food service waste for companies that do not have experience with this type of waste.</p>	<p>Metro Vancouver is proposing that Food Service Establishment waste continue to be classified as non-domestic trucked liquid waste and that it will be regulated under both the Food Sector Grease Interceptor Bylaw and the proposed Trucked Liquid Waste Bylaw.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
16.	Acceptance at facilities	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Requested clarification or revision for the types of waste only accepted at certain facilities. Participants expressed confusion as to why certain products are accepted at facilities while others are being rejected.	Metro Vancouver’s operations staff must consider the best way to manage discharges of all waste loads at trucked liquid waste facilities to ensure they do not affect treatment plant processes. Metro Vancouver is proposing that the types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ stay the same.
17.	Small wastewater treatment plants	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Requested that the classification of waste from private wastewater treatment plants, commercial facilities and trailer parks be clarified. Waste should be classified as domestic as it is a domestic product only from septic systems.	Metro Vancouver is proposing that the types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ stay the same. Sludge generated by small package wastewater treatment plants is industrially processed waste that is highly concentrated and requires additional treatment considerations, thus will continue to be classified as ‘non-domestic trucked liquid waste’.
18.	Unusual load classification	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Requested section to provide details on unusual loads as manifests don’t have a clarification section for unusual loads (e.g. collecting domestic waste from commercial facilities, domestic waste that has been tainted by non-domestic product).	The Procedure Manual and manifest forms will be reviewed and updated after bylaw adoption.
19.	Small wastewater treatment plants / WAS	Online questionnaire – non-domestic waste generators (May - June 2020)  Proposed Policy Changes comment period – Generators (November 25, 2020 to December 11, 2020)	Disagreement with definition of waste activated sludge (WAS) from a wastewater treatment plant as non-domestic. WAS from a residential housing development wastewater treatment plant should be defined as domestic, as it is easier to process WAS than it is to process grease trap and septic tank wastewater (which by current definition is domestic wastewater). Strata clients’ WAS disposal costs have doubled due to being labeled non-domestic.	The types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ will stay the same. Sludge generated by small package wastewater treatment plants is industrially processed waste that is highly concentrated and requires additional treatment considerations, thus will continue to be classified as ‘non-domestic waste’.

#	Category	Source	Participant Comment	Metro Vancouver Response
20.	Small wastewater treatment plants / WAS	Email comments	<p>The By-Law defines Domestic Waste as (a) Waste produced on Residential Premises. Since 100% of small wastewater treatment plant waste is residential premises generated, it is difficult to understand why it would be re-classified as Non-Domestic to begin with but even more so after treatment and quality improvement.</p> <p>“Domestic Waste” means waste produced on Residential Premises.</p> <p>“Trucked Waste” means any Non-Domestic Waste that is collected and transported off the site on which it originated, by means other than discharge to a Sewer, including but not limited to Oil and Grease from interceptors and other sludges of organic origin.</p> <p>It is our opinion that the Trucked Waste definition describes waste of industrial character, i.e., non-domestic, on site generated waste such as by chemical or food processing plants. Please note “...site on which it originated...” in the definition. The origin of our plants’ waste can only be traced to Residential Premises.</p> <p>Waste from small wastewater treatment plants should be reclassified and fall under Domestic Waste.</p>	<p>The types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ will stay the same. Sludge generated by small package wastewater treatment plants is industrially processed waste that is highly concentrated and requires additional treatment considerations, thus will continue to be classified as ‘non-domestic waste’.</p> <p>Definitions have been revised to provide clarity regarding sources of liquid waste and especially waste types.</p>
Fees				
21.	Current hauling fees	Small group meeting – haulers (Dec 12, 2019)	<p>General agreement that current hauling fees for trucked liquid waste are appropriate, but noted that any increase would add pressure to already thin profit margins.</p> <p>Haulers are essentially a “pipeline on wheels” that allows for the proper disposal of waste. A large increase in fees could make haulers feel like they’re being penalized for providing an important service.</p>	<p>Trucked liquid waste fees have not been updated since 2012 and they no longer recover the costs of receiving and treating this waste.</p> <p>Metro Vancouver is proposing to defer any increase in fees until 2022 to reflect the economic impact of COVID-19. Fees will be gradually increased each year starting in 2022 until cost recovery is achieved (estimated to happen in 2025). Fees will be indexed to inflation for years after 2025 (annual increases between 0% and 3%).</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
22.	Fees increases	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Cautioned for a reasonable, incremental increase in fees. Customers will not pay \$50/L (\$500 per septic treatment). Some companies saw 20% decrease in business in other jurisdictions that increased fees.	<p>Trucked liquid waste fees have not been updated since 2012 and they no longer recover the costs of receiving and treating this waste.</p> <p>Metro Vancouver is proposing to defer any increase in fees until 2022 to reflect the economic impact of COVID-19. Fees will be gradually increased each year starting in 2022 until cost recovery is achieved (estimated to happen in 2025). Fees will be indexed to inflation for years after 2025 (annual increases between 0% and 3%).</p>
23.	Consistent fees across region	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Request for consistent fees across all jurisdictions in the lower mainland.	<p>Metro Vancouver is proposing to defer any increase in fees until 2022 to reflect the economic impact of COVID-19. Fees will be gradually increased each year starting in 2022 until cost recovery is achieved (estimated to happen in 2025). Fees will be indexed to inflation for years after 2025 (annual increases between 0% and 3%).</p>
24.	Timing for fee increases	<p>Online questionnaire – non-domestic waste generators (May - June 2020)</p> <p>Proposed Policy Changes comment period – Haulers (November 25, 2020 to December 11, 2020)</p>	<p>A nominal increase is reasonable. Rather than a large increase every 8 years consider a smaller increase annually or every 2 years.</p> <p>If the increase is more than 20% of current fees, then it should be done over time, in increments.</p> <p>The current fees for domestic and non-domestic waste are received very well by our customers. We would like to see a gradual increase say over the next 3 years. A very large hike would not sit well with a lot of our clients.</p> <p>A gradual fee increase would be appreciated.</p> <p>Deferral of a fee increase until 2022 due to the economic impact of COVID-19 would be compassionate towards haulers and customers.</p>	<p>Trucked liquid waste fees have not been updated since 2012 and they no longer recover the costs of receiving and treating this waste.</p> <p>Metro Vancouver is proposing to defer any increase in fees until 2022 to reflect the economic impact of COVID-19. Fees will be gradually increased each year starting in 2022 until cost recovery is achieved (estimated to happen in 2025). Fees will be indexed to inflation for years after 2025 (annual increases between 0% and 3%).</p>



#	Category	Source	Participant Comment	Metro Vancouver Response
25.	Roll out of fee increases	<p>Online questionnaire – non-domestic waste generators (May - June 2020)</p> <p>Proposed Policy Changes comment period – Generators (November 25, 2020 to December 11, 2020)</p>	<p>Undoubtedly, it will increase, but we understand it's necessary. However, if the increase is very substantial, we would hope for a consultation explaining the reasons.</p> <p>Increasing costs for disposal are expected and a gradual fee increase is reasonable.</p>	<p>Metro Vancouver is proposing to defer any increase in fees until 2022 to reflect the economic impact of COVID-19. Fees will be gradually increased each year starting in 2022 until cost recovery is achieved (estimated to happen in 2025). Fees will be indexed to inflation for years after 2025 (annual increases between 0% and 3%).</p>
26.	Impact of fee increases	<p>Online questionnaire – haulers (May -June 2020)</p> <p>Online questionnaire – non-domestic waste generators (May - June 2020)</p>	<p>Reduced profit margin, but I would not have a problem with a modest increase in fees to help Metro Van run their facilities and not lose money.</p> <p>Increased costs will be passed on to customers, advising the reason as increased dumping fees. Our company already separates out discharge fee on each invoice, by cubic m.</p> <p>Any increase will obviously increase cost to someone, somewhere. In my situation, any increase will just be absorbed as an operating cost. I am not a pumping service.</p> <p>Direct impacts will vary among our smaller client base. However, most of our clients will accept a small raise in disposal costs.</p> <p>Yes, if the price goes too high it will impact how often customers get their tank pumped and could possibly overflow into the aquifer. If it gets too expensive customers might wait until it is overflowing and leaching.</p> <p>As of earlier this year our clients' (Strata) WAS disposal costs have doubled due to being labeled non-domestic. 64 homes residential housing development WWTP yearly WAS disposal cost: \$ 16,800, instead of \$ 8,400.</p> <p>We are a strata in Chilliwack with an aeration treatment plant that services 33 households. The discharge fee for non-domestic water, combined with haulage from Cisco to Annacis, is a large financial hit.</p>	<p>Trucked liquid waste fees have not been updated since 2012 and they no longer recover the costs of receiving and treating this waste.</p> <p>Metro Vancouver is proposing to defer any increase in fees until 2022 to reflect the economic impact of COVID-19. Fees will be gradually increased each year starting in 2022 until cost recovery is achieved (estimated to happen in 2025). Fees will be indexed to inflation for years after 2025 (annual increases between 0% and 3%).</p> <p>Sludge generated by small package wastewater treatment plants is industrially processed waste that is highly concentrated and requires additional treatment considerations, thus will continue to be classified as 'non-domestic waste'.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
27.	Impact of fee increases	Email comments	<p>Our clients (housing development residents without access to Metro Vancouver collection sewers) have spent a great amount of money on the wastewater treatment infrastructure, and they continue to spend more on its operation and maintenance. By far the largest operating cost item is the sludge disposal. Increasing the disposal fee by 580% (\$61.30/m3 from \$8.59/m3) would be extremely painful to them. It is on their behalf that we urge Metro Vancouver to reconsider and classify these plants' waste as Domestic Waste. "Domestic Waste" means waste produced on Residential Premises.</p> <p>It is understood that like any business METRO needs to, from time to time, adjust and set the waste disposal fees. It is however difficult to understand why the fees would need to be increased overnight by 580%. At our two developments alone, where we operate plants for the owners, 170 residences/families will be confronted by the very substantially increased bills for the cost of waste sludge removal and disposal.</p>	<p>Trucked liquid waste fees have not been updated since 2012 and they no longer recover the costs of receiving and treating this waste.</p> <p>Metro Vancouver is proposing to defer any increase in fees until 2022 to reflect the economic impact of COVID-19. Fees will be gradually increased each year starting in 2022 until cost recovery is achieved (estimated to happen in 2025). Fees will be indexed to inflation for years after 2025 (annual increases between 0% and 3%).</p> <p>Sludge generated by small package wastewater treatment plants is industrially processed waste that is highly concentrated and requires additional treatment considerations, thus will continue to be classified as 'non-domestic waste'.</p>
Education and Awareness				
28.	Homeowners/ septic systems	Small group meeting – haulers (Dec 12, 2019)	<p>Education for homeowners with septic fields would be useful to ensure good practices.</p> <p>Educational materials for customers should focus on cost savings for compliance. Showing cost savings could lead to behaviour change, such as minimizing the use of wipes.</p> <p>Create educational materials for homeowners about proper septic tank maintenance.</p>	<p>Metro Vancouver's "Unflushables" campaign materials can be used to continue informing the public about what can and cannot be disposed in liquid waste systems.</p> <p>Materials are available on Metro Vancouver's website: <a href="http://www.metrovancouver.org/services/liquid-waste/advertising-campaigns/Pages/default.aspx">http://www.metrovancouver.org/services/liquid-waste/advertising-campaigns/Pages/default.aspx</a></p>
29.	Commercial pump stations	Small group meeting – haulers (Dec 12, 2019)	<p>Education is needed regarding cleaning out sanitary pump stations, which may be located at shopping malls, homes or car lots.</p> <p>Create educational materials for property management companies and developers.</p>	<p>Comment noted.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
30.	Types of materials	Small group meeting – haulers (Dec 12, 2019)  Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Create laminated fact sheets for easy reference.  1 to 3-page outline or something appropriate to attach to invoices.  Quick reference helpline for difficult or undetermined loads to coordinate proper disposal procedure.  Visual and electronic communication preferred.  Material designed for both driver and customer (same document) that outlines specific waste types and procedures for proper disposal of waste types (e.g. waste type: its classification and where it can be disposed).	Metro Vancouver’s Facility Use Program will continue to be in place and updated as needed to keep haulers informed.  The Procedure Manual and manifest forms will be reviewed and updated after bylaw adoption.  Information for drivers and customers is available on Metro Vancouver’s Trucked Liquid Waste website: <a href="http://www.metrovancouver.org/services/Permits-regulations-enforcement/liquid-waste/trucked-liquid-waste/Pages/default.aspx">http://www.metrovancouver.org/services/Permits-regulations-enforcement/liquid-waste/trucked-liquid-waste/Pages/default.aspx</a>
31.	Public education	Small group meeting – haulers (Dec 12, 2019)	Wastewater treatment plant field trips for students would help share information about the waste disposal process and what not to flush.  Can property taxes be linked to pump outs?	School programs and facility tours are available upon request (subject to current COVID-19 restrictions).  Information is available on Metro Vancouver’s website : <a href="http://www.metrovancouver.org/events/school-programs/K-12-field-trips/facility-tours/wastewater-treatment-plant/Pages/default.aspx">http://www.metrovancouver.org/events/school-programs/K-12-field-trips/facility-tours/wastewater-treatment-plant/Pages/default.aspx</a>
32.	Definitions	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Clarification and education materials to clearly define domestic and non-domestic products. The current definitions are vague.  Plain language outlining domestic and non-domestic types.	Definitions have been revised to provide clarity regarding sources of liquid waste and especially waste types.  The types of waste currently classified as ‘domestic trucked liquid waste’ or ‘non-domestic trucked liquid waste’ will stay the same.
33.	Hauler/ driver orientation	Online questionnaire – haulers (May -June 2020)	Every driver should go through mandatory orientation (similar to what we attended last year) and wear their sticker on their hard hat. This not only educates drivers but also boosts pride and morale within the group.	Comment noted.

#	Category	Source	Participant Comment	Metro Vancouver Response
34.	Fees increase education	Online questionnaire – haulers (May -June 2020)	Consider issuing a letter that pumper haulers can share with their clients explaining the very reasonable reality of what it costs to run such a facility, the investment in improvements and the unfortunate items homes flush that often disrupt facility service, also costing money. Take this opportunity to educate end users and gain their support.	<p>Metro Vancouver’s “Unflushables” campaign materials can be used to continue informing the public about what can and cannot be disposed in liquid waste systems.</p> <p>Materials are available on Metro Vancouver’s website: <a href="http://www.metrovancouver.org/services/liquid-waste/advertising-campaigns/Pages/default.aspx">http://www.metrovancouver.org/services/liquid-waste/advertising-campaigns/Pages/default.aspx</a></p>
Other				
35.	Langley WWTP	<p>Small group meeting – haulers (Dec 12, 2019)</p> <p>Interviews – haulers (Jan 7, 8, 14 &amp; 21, 2020)</p>	<p>Upgrading the Northwest Langley Wastewater Treatment Plant trucked liquid waste facility to accept septic waste would benefit haulers and the environment (less trucked miles, less idling time).</p> <p>Confusion why Langley facility is unable to accept septic waste when high percentage of jurisdiction uses septic tanks.</p> <p>Increased carbon footprint results from trucking different types of waste between facilities.</p>	Upgrades to facility operations are outside of the scope of this review. All operations-related comments have been shared with the Operations & Maintenance Division.
36.	Reductions in non-domestic waste	<p>Small group meeting – haulers (Dec 12, 2019)</p> <p>Interviews – haulers (Jan 7, 8, 14 &amp; 21, 2020)</p>	<p>Changes in amounts of non-domestic waste coming to Metro Vancouver facilities may partially be attributed to developing technologies (e.g. biodiesel).</p> <p>Reduction in non-domestic volumes a result of additional private facilities (Fraser Valley Biogas, West Coast Reduction, Tervita, Newalta, Terra Pure) who charge lower disposal fees at and are reusing product.</p>	Comments noted.
37.	Portable toilet companies	Small group meeting – haulers (Dec 12, 2019)	Portable toilet companies should be registered and subject to fees. Do bylaw officers visit sani-dumps? Where are non-registered portable toilet operators dumping?	<p>Metro Vancouver is proposing a Sani-dump Bylaw to clarify that only recreational vehicle waste can be discharged to sani-dumps.</p> <p>Metro Vancouver is proposing that portable toilet waste will continue to be classified as domestic trucked liquid waste and that it can only be discharged at designated facilities.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
38.	Industry working group/ committee	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Metro Vancouver should establish an ongoing sitting committee to discuss hauling issues within industry.	Comments noted.
39.	Reporting hazardous situations	Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Requested clarification regarding hauler companies’ requirement to inform Ministry of Environment and Climate Change Strategy of health hazard situations. For example, if there is a septic overflow in a residential area.	Accidental sewage spills should be reported to the municipality where the spill occurred. Any spill of hazardous material should be reported by calling 911.
40.	Admin and technology	Online questionnaire – haulers (May -June 2020)	Over 95 % of drivers have smartphones. HIGHLY consider creating a SIMPLE cloud based online platform that will make your admins’ jobs far more effective and error-proof.	Comments noted.
41.	Trucked liquid waste facility operations	Small group meeting – haulers (Dec 12, 2019)  Interviews – haulers (Jan 7, 8, 14 & 21, 2020)	Trucked liquid waste facility hours should be extended, or made to be 24/7. Extended hours could prevent backups of trucks needing to offload before the end of operational hours.  Emergency calls often occur after hours when haulers aren’t able to deliver loads to Metro Vancouver facilities. Should haulers have permission to direct discharge in these instances?  In some cases, it seems like preferential treatment may be given to larger companies and developments. In some cases, larger companies have been allowed to offload after hours at Metro Vancouver facilities (e.g., YVR pump station).  To increase efficiency of visits, trucks should be weighed upon entering and exiting facility to determine price.  Implement multiple stations so more than one truck can unload at a time at facilities like Iona Island Wastewater Treatment Plant.	Upgrades to facility operations are outside of the scope of this review. All operations-related comments have been shared with the Operations & Maintenance Division.
42.	Communications with haulers	Online questionnaire – haulers (May -June 2020)	Two-way communication is key. Each side (haulers and facility) understanding and appreciating each other’s realities and challenges. You guys are doing a great job of listening and collaborating so far, keep up the great work.	Comment noted.

#	Category	Source	Participant Comment	Metro Vancouver Response
43.	Out of region options	Online questionnaire – non-domestic waste generators (May - June 2020)	<p>We would like you to take into consideration that if we can't truck our waste to you, what facilities exist for us to use?</p> <p>Currently there is no facility that accepts WAS in the Fraser Valley. Our only option is discharging at a Metro facility. If Metro refuses to accept the WAS because we are not in Metro Vancouver, what other options would be available?</p>	<p>Metro Vancouver facilities are designed and built to handle flows and loads generated in region, and are paid for by regional taxpayers. Accepting additional out of region loads is not sustainable for Metro Vancouver's systems. Additionally, waste activated sludge is a high-strength waste that poses operational challenges and puts additional stress on our treatment systems.</p> <p>Metro Vancouver is proposing to restrict acceptance of trucked liquid waste from outside Metro Vancouver Regional District borders at Metro Vancouver facilities. In exceptional situations, a generator of trucked liquid waste from outside of Metro Vancouver may send a request for exemption to discharge.</p> <p>In January 2021, the Abbotsford Mission Water and Sewer Commission adopted the recommendation to accept waste activated sludge on a case-by-case basis including consideration of sludge originating from the Fraser Valley Regional District.</p>
Out of Region Waste				
44.	Amounts from out of region	<p>Small group meeting – haulers (Dec 12, 2019)</p> <p>Interviews – haulers (Jan 7, 8, 14 &amp; 21, 2020)</p>	<p>Out of region load collection occurs but it is a small percentage of business and arrives at facilities in mixed loads.</p> <p>Some organizations sporadically collect waste from out of region but not their core business.</p>	Comments noted.

#	Category	Source	Participant Comment	Metro Vancouver Response
45.	Out of region prohibitions/restrictions	Individual meetings – neighbouring jurisdictions (Aug 10, 12, Sept 10, 2020)	<p>What was the main driver behind the move to prohibit out of region waste?</p> <p>Will there be any exceptions to the out of region waste prohibition?</p> <p>As JAMES Plant is no longer accepting out of region waste, and the Chilliwack WWTP is not designed to accept sludge, SYLVIS has some concerns about FVRD’s sludge management options in the long term.</p>	<p>Metro Vancouver facilities are designed and built to handle flows and loads generated in region, and are paid for by regional taxpayers. Accepting additional out of region loads is not sustainable for Metro Vancouver’s systems. Additionally, waste activated sludge is a high-strength waste that poses operational challenges and puts additional stress on our treatment systems.</p> <p>Metro Vancouver is proposing to restrict acceptance of trucked liquid waste from outside Metro Vancouver Regional District borders at Metro Vancouver facilities. In exceptional situations, a generator of trucked liquid waste from outside of Metro Vancouver may send a request for exemption to discharge.</p> <p>In January 2021, the Abbotsford Mission Water and Sewer Commission adopted the recommendation to accept waste activated sludge on a case-by-case basis including consideration of sludge originating from the Fraser Valley Regional District.</p>
46.	Out of region prohibitions/restrictions	Individual meetings – neighbouring jurisdictions (Aug 10, 12, Sept 10, 2020)	<p>JAMES Plant, in Abbotsford, supports the concept of out of region waste restrictions but pleased to hear that it will not come into effect immediately. Abbotsford Mission Water and Sewer Commission is interested in pursuing restrictions on out of region trucked liquid waste, too.</p> <p>Chilliwack supports the concept of out of region waste restriction. Chilliwack is interested in pursuing similar restrictions.</p>	<p>Comments noted.</p> <p>In January 2021, the Abbotsford Mission Water and Sewer Commission adopted the recommendation to accept waste activated sludge on a case-by-case basis including consideration of sludge originating from the Fraser Valley Regional District.</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
47.	Out of region prohibitions/restrictions	Proposed Policy Changes comment period – Generators (November 25, 2020 to December 11, 2020)	We are a residential wastewater treatment plant located in Chilliwack. We are dismayed at the proposed policy change to no longer accept trucked liquid waste from outside the regional boundary. There are no facilities in the Fraser Valley that will accept the waste activated sludge from our plant. Therefore, should this change come into effect, we will have nowhere else to dispose of our plant’s sludge. The proposed policy change suggests that an application for the discharge of out-of-region waste may be considered in exceptional circumstances. Having no other options for discharge should always be considered an exceptional circumstance. Can you offer assurance that sludge from our plant will continue to be accepted on an ongoing basis?	<p>At this time, Metro Vancouver cannot assure any generators or haulers that out-of-region trucked liquid waste from any particular facility will be accepted for discharge in future.</p> <p>Metro Vancouver facilities are designed and built to handle flows and loads generated in region, and are paid for by regional taxpayers. Accepting additional out of region loads is not sustainable for Metro Vancouver’s systems. Additionally, waste activated sludge is a high-strength waste that poses operational challenges and puts additional stress on our treatment systems.</p> <p>Metro Vancouver is proposing to restrict acceptance of trucked liquid waste from outside Metro Vancouver Regional District borders at Metro Vancouver facilities. In exceptional situations, a generator of trucked liquid waste from outside of Metro Vancouver may send a request for exemption to discharge.</p> <p>In January 2021, the Abbotsford Mission Water and Sewer Commission adopted the recommendation to accept waste activated sludge on a case-by-case basis including consideration of sludge originating from the Fraser Valley Regional District.</p>
48.	Out of region WTPs	Individual meetings – out of region generators (Aug 10, 12, Sept 10, 2020)	FVRD has 6 small package WWTPs that serve their electoral areas. They are small, ranging from 100 m3/day to 800-1000 m3/day.	Comments noted.

### Sani-dump Operators – Interviews

The following considerations were raised during all engagement activities and reflect comments, questions and issues provided. Similar questions, suggestions and concerns have been grouped together for response by Metro Vancouver.



#	Category	Source	Participant Comment	Metro Vancouver Response
Understanding Current Practices				
49.	Sani-dump users	Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 & 19, 2020)	<p>The majority of sani-dump users are RV operators (mix of holiday goers and full-time residential RV users). Highest volume periods occur during summer months.</p> <p>Some sani-dump operators periodically receive film industry trailers dumping grey water.</p> <p>Fort Langley location indicated they receive waste from tourist buses visiting the nearby provincial park.</p> <p>A few locations have allowed RCMP or Fire Rescue mobile command units to discharge at their facility.</p> <p>Some operators have noticed an increase in frequency of residential RV users utilizing sani-dumps in recent years.</p> <p>Operators mentioned they are periodically approached by carpet cleaning companies or small portable toilet companies to discharge, but not in great frequency.</p>	<p>Discharges at sani-dump facilities will be limited to recreational vehicle waste only. Prohibit the discharge of all other waste types at sani-dumps.</p> <p>Metro Vancouver is proposing the following definition of “recreational vehicle waste”:</p> <p><b>“recreational vehicle waste”</b> means <i>domestic waste</i> accumulated in a <i>holding tank</i> in a trailer, camper, transportable housing unit, bus, or long-haul truck with on-board personal lavatory fixtures, or similar vehicles but specifically excludes <i>trucked liquid waste</i> or any <i>waste</i> transported in a <i>trucked liquid waste hauling truck</i>;</p>

#	Category	Source	Participant Comment	Metro Vancouver Response
50.	Sani-dump management and operations	Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 & 19, 2020)  Follow-up Interviews - Sani-dump operators (December 1-10, 2020)	<p>Some operators required users to check in at a front desk to collect a key to access the sani-dump.</p> <p>Some RV Park operators documented one-time outside users (users not staying in the park or paying park fees). They indicated they do not document any information that can be tracked, such as a license plate number.</p> <p>Some sani-dumps operators are open to all registered park campers and not continually monitored by staff (either via individual sewer outlets at each camping location, or an open sani-dump).</p> <p>Operators who indicated their property had controlled entry points had more success managing their sani-dump and control of what was being discharged by vetting users at point of entry (e.g. electronic gate at the RV park entrance).</p> <p>Some operators’ sanitary lines connect to a holding tank or septic system and requires trucked liquid waste haulers to empty.</p> <p>One operator has started asking sani-dump customers what type of waste they are dumping.</p>	<p>Metro Vancouver is proposing requirements for sani-dump operators to display signage outlining proper use, and abide by existing restrictions and prohibitions in the Sewer Use Bylaw regarding discharges. Operators will also be required to report any illegal discharges to Metro Vancouver.</p> <p>Discharges at sani-dump facilities will be limited to recreational vehicle waste only. Prohibit the discharge of all other waste types at sani-dumps.</p> <p>Metro Vancouver is proposing the following definition of “recreational vehicle waste”:</p> <p><b>“recreational vehicle waste”</b> means <i>domestic waste</i> accumulated in a <i>holding tank</i> in a trailer, camper, transportable housing unit, bus, or long-haul truck with on-board personal lavatory fixtures, or similar vehicles but specifically excludes <i>trucked liquid waste</i> or any <i>waste</i> transported in a <i>trucked liquid waste hauling truck</i>;</p>
51.	Sani-dump load tracking	Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 & 19, 2020)	<p>Operators are not tracking volumes discharged and did not indicate that they were considering implementing such a system.</p> <p>One operator indicated the possibility of using an established revenue tracking method to determine the number of single time users of the sani-dump.</p> <p>Some operators expressed frustration with local jurisdictions as they have passed responsibility for managing or monitoring sani-dumps on to the owner.</p>	<p>Metro Vancouver is proposing requirements for sani-dump operators to display signage outlining proper use, and abide by existing restrictions and prohibitions in the Sewer Use Bylaw regarding discharges. Operators will also be required to report any illegal discharges to Metro Vancouver.</p> <p>Metro Vancouver is proposing a registration system for sani-dumps with few additional requirements of operators that will increase Metro Vancouver’s ability to prevent illegal discharges into sani-dumps that pose safety, public health, and environmental risks.</p>

#	Category	Source	Comment / Question / Issue	Metro Vancouver Response
Language and Definitions				
52.	Waste types	Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 & 19, 2020)	<p>Majority of operators vet the load based on vehicle type (i.e., RV is allowed, commercial vehicles are denied). This is the primary method for ensuring that loads are compliant.</p> <p>Operators indicated they did not have information materials outlining discharge requirements and waste types readily available for users.</p> <p>Operators have periodically turned users away for the load they were hauling (Carpet cleaners, portable toilet).</p>	<p>Metro Vancouver is proposing requirements for sani-dump operators to display signage outlining proper use, and abide by existing restrictions and prohibitions in the Sewer Use Bylaw regarding discharges. Operators will also be required to report any illegal discharges to Metro Vancouver.</p> <p>Discharges at sani-dump facilities will be limited to recreational vehicle waste only. Prohibit the discharge of all other waste types at sani-dumps.</p>
53.	Sani-dump hook up locations	<p>Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 &amp; 19, 2020)</p> <p>Follow-up Interviews - Sani-dump operators (December 1-10, 2020)</p>	<p>Please provide confirmation on how Metro Vancouver views individual dump locations on the campsite (e.g., each RV is assigned a lot location and each lot has an outlet to dump). Is that considered a sani-dump? Or is only the communal dump location considered a sani-dump?</p>	<p>Whether an individual property has a single or multiple discharge locations, the entire property is deemed to be a sani-dump facility. The proposed bylaw and requirements for operators will apply to the sani-dump facility.</p>
Fees				
54.	Risks with fee increases	<p>Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 &amp; 19, 2020)</p> <p>Follow-up Interviews - Sani-dump operators (December 1-10, 2020)</p>	<p>Some operators periodically experience issues with users who believe using a sani-dump should be free. Some concern that if fees increase some users will discharge illegally and in a more harmful environment (e.g., into a river).</p> <p>Note that implementing too-stringent regulations could result in sani-dump facility closures. The general consensus amongst operators was that a sani-dump registration system would not create additional operational challenges.</p> <p>A small registration fee to continue operations may be acceptable.</p>	<p>Metro Vancouver is proposing a requirement that sani-dump facilities register with Metro Vancouver. This would include a one-time registration fee for each facility. The one-time registration fee of \$100 will increase annually according to an indexed inflation rate (typically 0–3%/year) and those that register within 6 months of bylaw adoption will have the fee waived.</p> <p>Metro Vancouver is proposing that sani-dump operators will be required to display signage outlining proper use, and abide by existing restrictions and prohibitions in the Sewer Use Bylaw regarding discharges. Operators will also be required to report any illegal discharges to Metro Vancouver. These requirements will increase Metro Vancouver’s ability to prevent illegal discharges into sani-dumps that pose safety, public health, and environmental risks.</p>

#	Category	Source	Comment / Question / Issue	Metro Vancouver Response
Education and Awareness				
55.	Sani-dump user education	Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 & 19, 2020)	<p>Sani-dump operators were open to distributing educational materials (pamphlet, brochures) however were not sure how to manage language barriers and RV experience.</p> <p>Some operators indicated interest in implementing signage and advised materials should work across multiple cultures and languages. An emphasis of visuals rather than text-based communication.</p> <p>Sani-dump operators suggested engaging RV and camping associations to assist in communicating potential new regulations and distribution of educational materials.</p> <p>RV rental agencies provide educational materials to RV holiday goers.</p> <p>BC Campers Associations can assist in the distribution of materials to their membership.</p> <p>Metro Vancouver to develop a user sign off form that operators can distribute to visitors to their sani-dumps, acknowledging that they are aware of regulations regarding discharging to a sani-dump.</p>	<p>Comments noted.</p> <p>Metro Vancouver is proposing requirements for sani-dump operators to display signage outlining proper use, and abide by existing restrictions and prohibitions in the Sewer Use Bylaw regarding discharges. Operators will also be required to report any illegal discharges to Metro Vancouver.</p>
Sani-dump Regulation				
56.	Risk of new regulations	<p>Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 &amp; 19, 2020)</p> <p>Follow-up Interviews - Sani-dump operators (December 1-10, 2020)</p>	<p>Operators cautioned Metro Vancouver not to implement stringent requirements as it could result in sani-dump closures in the region.</p> <p>Increasing regulations and bureaucracy may be burdensome to operators.</p>	<p>Comment noted.</p>

#	Category	Source	Comment / Question / Issue	Metro Vancouver Response
57.	New sani-dump regulation	Interviews – Sani-dump operators (Feb 4, 6, 10, 11, 12, 13 & 19, 2020)	<p>Based on the example regulations from the District of Nanaimo, all operators indicated they did not have issues with the potential adoption of those regulations as they are already compliant in regard to only accepting RV waste, not accepting waste from trucked liquid waste haulers, and not accepting non-compliant wastes.</p> <p>Consensus amongst operators that a sani-dump registration system wouldn't present additional operational challenges.</p> <p>General acceptance of implementing a system to regulate the maintenance of sani-dumps, assuming regulations do not require extensive upgrade costs.</p> <p>Open to complying with potential new regulations to ensure no harmful products entered sewer system as it is in the best interest of their operations and Metro Vancouver.</p>	<p>Metro Vancouver is proposing a requirement that sani-dump facilities register with Metro Vancouver. This would include a one-time registration fee for each facility. The one-time registration fee of \$100 will increase annually according to an indexed inflation rate (typically 0–3%/year).</p> <p>Metro Vancouver is proposing that sani-dump operators will be required to display signage outlining proper use, and abide by existing restrictions and prohibitions in the Sewer Use Bylaw regarding discharges. Operators will also be required to report any illegal discharges to Metro Vancouver.</p> <p>Discharges at sani-dump facilities will be limited to recreational vehicle waste only. Prohibit the discharge of all other waste types at sani-dumps.</p> <p>Metro Vancouver is also proposing that Metro Vancouver Environmental Regulation and Enforcement staff have the ability to inspect sani-dump facilities and, if improper use is identified, issue warnings, or suspend or stop accepting discharges either temporarily or permanently.</p>

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To: Zero Waste Committee

From: Allen Jensen, Project Engineer, Solid Waste Services

Date: May 7, 2021 Meeting Date: May 14, 2021

Subject: **GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021**

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**RECOMMENDATION**

That the GVS&DD Board:

- a) approve the following amendments to the Tipping Fee Bylaw effective June 1, 2021:
    - i. update the municipal solid waste disposal facilities listed in Schedule "A" to include United Boulevard Recycling and Waste Centre and replace the term Transfer Station with Recycling and Waste Centre in the facility names;
  - b) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021*; and
  - c) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021*.
- 

**EXECUTIVE SUMMARY**

The *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017* (Tipping Fee Bylaw) sets rates and requirements at Metro Vancouver solid waste facilities. The bylaw is typically amended or replaced on an annual basis or as changes are needed. This report proposes updating the solid waste facilities listed in Schedule "A" to include United Boulevard Recycling and Waste Centre and replace the term Transfer Station with Recycling and Waste Centre in the facility names.

**PURPOSE**

The purpose of this report is to seek GVS&DD Board (the Board) approval to amend the Tipping Fee Bylaw to update the disposal sites in Schedule "A".

**BACKGROUND**

The current Tipping Fee Bylaw is a consolidation of *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017* and a series of subsequent amendment bylaws.

In November 2020, the Board received an information report on new names for Metro Vancouver's network of solid waste facilities, including two new facilities currently under construction in Coquitlam and Surrey.

This report proposes amending the Tipping Fee Bylaw to make changes to Schedule "A" to include the United Boulevard Recycling and Waste Centre and replace the term Transfer Station with Recycling and Waste Centre in the facility names.

## TIPPING FEE BYLAW CHANGES

Metro Vancouver solid waste facility names are listed below:

- United Boulevard Recycling and Waste Centre (new facility at 995 United Boulevard, Coquitlam)
- Coquitlam Recycling and Waste Centre (the existing facility at 1200 United Boulevard)
- Central Surrey Recycling and Waste Centre (new facility at 6711 – 154 Street, at 154 Street and 67 Avenue, Surrey)
- North Surrey Recycling and Waste Centre (existing Surrey Transfer Station)
- North Shore Recycling and Waste Centre
- Maple Ridge Recycling and Waste Centre
- Langley Recycling and Waste Centre
- Waste-to-Energy Facility

The proposed changes to the Tipping Fee Bylaw include updating the municipal solid waste disposal facilities listed in Schedule "A" to include United Boulevard Recycling and Waste Centre and replace the term Transfer Station with Recycling and Waste Centre in the facility names.

This would include the United Boulevard Recycling and Waste Centre as an approved disposal site and update Metro Vancouver solid waste facility names in the Tipping Fee Bylaw. United Boulevard Recycling and Waste Centre is scheduled to open in late spring 2021.

The Central Surrey Recycling and Waste Centre is expected to open in the first quarter of 2022. On that basis, Central Surrey can be added to the Tipping Fee Bylaw as part of the annual update to the bylaw in the fall. As the Coquitlam Recycling and Waste Centre will also be closed then, it will be removed from the Tipping Fee Bylaw as part of the annual update.

The proposed amendments to the Tipping Fee Bylaw would take effect June 1, 2021. The amending bylaw is included as attachment 1 and a blackline version of the proposed changes is included as attachment 2.

## ALTERNATIVES

1. That the GVS&DD Board:
  - a) approve the following amendments to the Tipping Fee Bylaw effective June 1, 2021:
    - i. update the municipal solid waste disposal facilities listed in Schedule "A" to include United Boulevard Recycling and Waste Centre and replace the term Transfer Station with Recycling and Waste Centre in the facility names;
  - b) give first, second and third reading to *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021*; and
  - c) pass and finally adopt *Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021*.
2. That the GVS&DD Board receive the report dated May 7, 2021, titled "*GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021*" and provide alternate direction to staff.

### **FINANCIAL IMPLICATIONS**

There are no financial implications.

### **CONCLUSION**

The proposed changes to the Tipping Fee Bylaw would include the United Boulevard Recycling and Waste Centre as an approved disposal site and update Metro Vancouver solid waste facility names effective June 1, 2021. Staff recommend Alternative 1, that the Board amend the Tipping Fee Bylaw.

### **Attachments**

1. GVS&DD Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw 348, 2021 - Amends Bylaw 306, 2017
2. Blackline Version Proposed Changes to GVS&DD Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017

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GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT  
AMENDMENT BYLAW NO. 348, 2021

A Bylaw to amend Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid  
Waste Disposal Regulation Bylaw No. 306, 2017

**WHEREAS:**

- A. The Greater Vancouver Sewerage and Drainage District (“**GVS&DD**”) Board (the “**Board**”) adopted the “Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017”, as amended, a Bylaw to establish a scale of fees, levies and charges for services rendered by the GVS&DD and for the use of any of the GVS&DD’s waste disposal facilities; and
- B. The Board wishes to amend the “Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017”,

**NOW THEREFORE** the Greater Vancouver Sewerage and Drainage District Board enacts as follows:

- 1.0 The “Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017” (the “**Bylaw**”) is hereby amended as follows:
  - 1.1 Schedule “A” of the Bylaw is deleted and replaced with the Schedule “A” that is attached to and forms part of this bylaw.
- 2.0 The official citation for this bylaw is “Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Amendment Bylaw No. 348, 2021”.

3.0 This bylaw comes into force and takes effect June 1, 2021.

Read a first, second and third time this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Passed and finally adopted this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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Sav Dhaliwal, Chair

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Chris Plagnol, Corporate Officer

SCHEDULE "A"

**DISPOSAL SITES**

- Coquitlam Recycling and Waste Centre located at 1200 United Boulevard, Coquitlam
- Langley Recycling and Waste Centre located at 1070 272 Street, Langley
- Maple Ridge Recycling and Waste Centre located at 10092 236 Street, Maple Ridge
- North Shore Recycling and Waste Centre located at 30 Riverside Drive, North Vancouver
- North Surrey Recycling and Waste Centre located at 9770 192 Street, Surrey
- United Boulevard Recycling and Waste Centre at 995 United Boulevard, Coquitlam
- Waste-to-Energy Facility located at 5150 Riverbend Drive, Burnaby

SCHEDULE "A"

**DISPOSAL SITES**

- Coquitlam [Recycling and Waste Centre](#) located at 1200 United Boulevard, Coquitlam
- [Langley Recycling and Waste Centre located at 1070 272 Street, Langley](#)
- [Maple Ridge Recycling and Waste Centre located at 10092 236 Street, Maple Ridge](#)
- North Shore [Recycling and Waste Centre](#) located at 30 Riverside Drive, North Vancouver
- [North Surrey Recycling and Waste Centre](#) located at 9770 [192](#) Street, Surrey
- [United Boulevard Recycling and Waste Centre at 995 United Boulevard, Coquitlam](#)
- Waste-to-Energy Facility located at 5150 Riverbend Drive, Burnaby

## COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Greater Vancouver Sewerage and Drainage District  
Board Meeting Date – Friday, May 28, 2021

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This information item, listing recent information received by committee, is provided for the GVS&DD Board's information. Please access a complete PDF package [here](#).

### Liquid Waste Committee – May 13, 2021

*Delegation Summaries:*

No delegations presented

*Information Items:*

- 5.1 Environmental Management System for the Liquid Waste Utility
- 5.3 Testing for COVID-19 Virus in Wastewater

### Zero Waste Committee – May 14, 2021

*Delegation Summaries:*

No delegations presented

*Information Items:*

- 5.3 2021 Food Scraps Recycling Campaign Results

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