



**SOLID WASTE MANAGEMENT PLAN
PUBLIC/TECHNICAL ADVISORY COMMITTEE
WORKING GROUP**

Construction and Demolition Waste Management Working Group – Meeting Notes
Friday, May 17, 2024, 1:00 pm – 2:00 pm (Teams)

Working group members	Metro Vancouver staff present
Bill Chan	Brooke Atkinson – PTAC Coordinator
Grant Hankins (absent)	Adriana Velázquez, Senior Project Engineer
Alice Henry	Karen Storry – Senior Engineer, SW Planning
Brenda Martens, Chair	Samantha Joy – Working Group Coordinator
Christian Dietrich	
John Doherty	
Sue Maxwell	

Meeting Notes
<p>1. MEMBER INTRODUCTION</p> <ul style="list-style-type: none"> The meeting began with member and guest speaker intruductions
<p>2. FOCUS TOPIC DISCUSSION</p> <p>James Slattery joined the meeting as a guest speaker.</p> <ul style="list-style-type: none"> James works in San Fancisco environment dept. where they focus on all infrastusture: transit, public utility, airport, public works – specifically look at public health related problems and come up with solutions (policy, programs, etc.) James is from the zero waste program area working on residential and commercial projects. Construction and Demolition (C&D) has it’s own suite of partnerships and programs – the main tool is a disposal ban on C&D waste implemented in 2006 that ensures all C&D waste goes for primary processing to a facility that will pull out reusable and recyclable materials. Residuals from these facilities goes to landfill. San Francisco Environment Department has authority to go to job sites, talk to haulers, and speak to the facilities that will receive the materials. All businesses who are hauling materials must be registered with this department through a paid permit model, and have a waste management plan. Permit payments are what covers staff time for enforcement and other work. Overall minimum recovery/diversion rate for construction projects is 65%, mandated by the State of California. Also upstream considerations – policies and partnerships to prevent waste generation – embodied carbon, deconstruction, etc. <p>Comments:</p>



- Frustration with challenges faced in the Metro Vancouver region, but they are very similar to other municipalities challenges.
- Metro Vancouver is updating their solid waste management plan for the region – they have been told to reach out to haulers and industry to help advise on that.
- Some people think it's all about designing robust and long-term policy, others are interested more in what happens over the next 10 years.

Questions to James:

- How have you influenced people to get on the same page?
 - Key similar stakeholders in the chain of custody system (Waste haulers, operators, generators, etc)
 - Follow the money – education and making sure that people can only work with certain haulers – we started with a low-bar by just asking for registration. No fee model. Worked well to corral the generators and hauler and facilities at the beginning.
 - Next step is to figure out the incentive measures – you know who is hauling now, then place restrictions on where you can haul to (also openly competitive in San Francisco)
 - Find the incentives – high development rates \$\$ - make sure that waste haulers are hauling to the best-performing facilities
- Haulers want to keep their share of the market and are tough to push policy on – how have you navigated that in San Francisco?
 - Use interventions
 - Registration and Regulations Laws
- What are your rules saying to the players about what they can do?
 - When we track the number properly then we get a clear snapshot of who is being successful.
 - Project teams are being asked to specify and install a percentage of reused (salvaged) materials on their projects, by categories of material for five different material categories. As an example, 20% of all doors being installed need to be salvaged. Alternatively you could install 100% salvaged material in any one category – it's very flexible.
 - Projects are now aware that there is enforcement, so the savings they get from sending C&D waste (illegally) to the landfill can be entirely wiped out, and then some by \$50k fines, so it's less enticing to "cheat".
- Only a few end markets available in San Francisco market. What does your wood market look like?
 - Downcycling – it has evolved so that the market proportions has changed – biomass plants have gone idle, we have cheaper and cleaner energy online so biomass made no sense anymore
 - One of the partnerships is with the transportation department, which owns all of the land under bridges and overpasses. This land can be leased for \$1/year and used to stage surplus and salvaged building materials in secure enclosures, so that the cost of stockpiling is greatly reduced. This gives specifiers the opportunity to have supply



available to coincide with their demand, which has been an ongoing issue with using salvaged material.

- Surplus building materials are considered “low hanging fruit”, these materials are new, all of the information about them is known, so this ‘waste’ should be eliminated.
- If you were looking 10 years into the future what policies do you think you’ll need to enact?
 - Reuse of timber
 - Mulch instead of biomass
 - Deconstruction mandate – has to come with complimentary mandates for material reuse and reusable materials (Design for Disassembly)
 - Incentivise new policy
- Any thoughts of changing the 65% diversion rate in the near future?
 - To get to that percentage it depends on what is being counted – how do we ensure there is the highest value?
- Does your number include concrete? Yes
- Your model is great if you’re an island, but how do you manage haulers that work outside the region and mix waste from two regions?
 - We use an online application system called Green Halo – this is where you submit your waste management plan when getting a building permit.

3. Staff update on action items

Update on receiving facilities – licensed facilities are published on the Metro Vancouver Environmental Regulation and Enforcement website – there is work underway to establish between the active and inactive facilities. Link included <https://metrovancover.org/services/environmental-regulation-enforcement/solid-waste-regulatory-program/licences-for-solid-waste-facilities>

4. Next steps

- Metro Vancouver is suggesting and recommending the use of the issue/opportunity discussion questions as a guide or framework for reporting back to the main PTAC committee at the end of the year, to streamline data collection and analysis of feedback from the idea generation phase across all audiences.

Suggestion to meet again before the next PTAC meeting on June 14 – Doodle poll to be sent to gather available dates.