

The Corporation of the City of Kawartha Lakes

Committee of the Whole Report

Report Number WM2020-002

Meeting Date: March 10, 2020

Title: Review of tire collection at City landfills

Description: Recommendation to stop accepting tires for recycling at City landfill sites

Ward Number: All

Author and Title: David Kerr, Manager Environmental Services

Recommendation(s):

That Report WM2020-002, **Review of tire collection at City landfills**, be received;

That Staff communicates and educates customers to use producer operated collection sites for tire recycling;

That Kawartha Lakes stops accepting tires for recycling at the City's landfill sites as of July 1, 2020; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

As required by legislation, the tire recycling program was the first program to transition to producer (instead of municipal) responsibility as of January 1, 2019. Prior to this, the program was managed by municipalities through the stewardship organization called Ontario Tire Stewardship. As the stewardship program was being phased out in 2018 by the Province, the City's landfills were having difficulty receiving tire pickups by the designated haulers for the producers. This is because there were no incentives for haulers to travel to the Kawartha Lakes when the majority of tires are located in the GTA. The tires that we receive at the landfill sites are also not ideal for haulers as many still have rims on them and are often in poor condition as a result of debris accumulation through weathering outdoors. These complications make it less appealing for the haulers to take them as additional cost and labor must be incurred to de-rim and/or clean the tires.

With the new tire program beginning in January of 2019 managed by producers, municipalities were given the choice as to whether they wanted to continue collecting tires and attempt to have them picked up by producer designated haulers for recycling or to stop collecting tires. If municipalities chose to stop collecting tires they would then tell the customers to bring them to designated free drop off locations i.e. vehicle repair businesses, retail vendors, etc. for recycling. Many municipalities have actually chosen to stop receiving tires at their landfills or recycling centers as it is a cost savings for them.

Prior to January 1, 2019 the City received approximately \$10,000 per year in funding for tire collection. However, under the new program the City receives no revenue. Should the City choose to stop receiving tires, it would benefit in many other ways such as not having to manage huge stockpiles of tires as well as reducing fire risk and freeing up much needed additional space to utilize for other recycling initiatives.

In late 2018 the City put out an RFQ to try to enter into an agreement with a hauler to pick up the tires in the future. No haulers were interested.

Under the new provincial program, any commercial business that sells tires is required to sign up as a collection site to receive up to 10 tires per person per day for recycling at no cost. To be eligible the customer dropping off tires for recycling does not have to purchase the tires at that location.

To date, the City continues receiving tires since residents were used to having this service available at the City's landfill sites and there was concern about additional roadside dumping if this service was discontinued. Municipalities were also ensured by the Province that by signing up with a producer responsibility organization (PRO) it would ensure that tires dropped off at a landfill would be

picked up as this was mandatory. The City signed up with two designated PROs in early 2019 in hopes that the frequency of tire removal at the landfills would improve.

Through the beginning of 2019 the City did receive some pickups from a small tire hauler in the area. However, this tire hauler had a small capacity as they used cube vans for pick up and would often “cherry pick” the valuable tires leaving all of the other tires on rims or in poor condition at the landfills. When staff reached out to other haulers to come and remove all of these other tires the haulers refused since all of the valuable tires had already been taken. Then in late summer of 2019 the hauler that was in place also reached capacity and would not collect any more tires from the City’s landfill sites. In addition, they told the City they would need to start charging a cost for every tire on rim they collected. As a result, the City searched for other tire haulers with no success. Staff has reached out to the PROs, as well as the Province through the Resource Productivity and Recovery Authority (RPPRA), who oversees and enforces the tire program. Staff voiced their complaints repeatedly regarding the inconsistent and level of service from the PRO’s however the problem continued to persist.

To summarize, the City had no luck throughout the last quarter of 2019 in removing tires from the landfills and the tires had stockpiled creating operating issues at all of our sites. Only recently the City received confirmation of a pick up from a hauler in early January of 2020 after RPPRA and the PRO organization got more involved. However, this arrangement is not permanent and staff predict that based on the past experience it will continue to be a struggle consistently receive tire pickups in the future.

In addition to the issue of receiving tire pickups the City also dealt with issues of commercial businesses attempting to drop off large volumes of tires at the landfill sites for recycling throughout 2019. With the new program any commercial business that accumulates tires through the nature of their business are required to sign up as a collection site. However, many commercial businesses are unaware of this and have been attempting to drop off tires at the landfill sites in very large quantities (up to 100 at a time). This has caused issues for our landfill attendants as now they are put in the position to educate the businesses and refuse the tires at the frustration of the businesses. As well storage at the landfill sites reach capacity very quickly when large loads of tires are dropped off. As a result, staff has had to send out public communications restricting tire drop off to no more than 10 tires dropped off per person per day.

Rationale:

Due to the ongoing issues with the tire program staff are recommending to utilize the Province’s new policy on Producer Responsibility. Therefore, staff is recommending stopping collecting tires at the landfill site and instead having

them diverted directly to the many producer authorized collection sites throughout the City.

The City can assist this transition through communication to the public and providing lists of all the approved collections sites to our customers. The sites are currently on RPRA's website and can be listed according to distance from the owner of the tires. However, to make it easier for the public the City can provide lists on our own website and give handouts of the lists to the public visiting the landfill sites. This public outreach would be part of a transitionary period where we still accept tires but get ready to not accept them. Staff has attached an example of this list using 12 Peel Street as a starting point in the search as Appendix A. Residents can take tires to any of these locations for free drop off for tire recycling. Since there are many other options for the public available staff are sure the issues with the program outweigh the benefit of the City continuing to accept tires for recycling.

Staff plan on allowing a grace period of approximately three (3) months before tires are no longer accepted at the City's landfills. During that time period landfill staff will be able to provide an information package to residents dropping off tires with information on where to take them going forward. Additional advertising and promotion for this change will be included along with notification that that we will no longer be picking up Styrofoam and coffee cups with the recycling program as well as recent changes to the waste management By-law decreasing the allowable recyclables in waste to 10% from 20%. If approved beginning July 1, 2020 tires will no longer be accepted at the City's landfill sites for recycling.

The various waste management committees have been supportive of this initiative and have provided the following resolutions:

At the January 8, 2020 Lindsay Ops Landfill Public Review Committee meeting the PRC provided the following resolution:

Moved By C. Appleton
Seconded By L. Scrivens

Resolved that the Lindsay Ops Landfill Public Review Committee supports the staff recommendation to stop accepting tires for recycling at the City's landfill sites and direct customers to producer operated collection sites for recycling.

Carried

At the January 20, 2020 Waste Management Advisory Committee meeting the committee provided the following resolution:

Moved By Councillor Yeo
Seconded By C. Appleton

Resolved that the Waste Management Advisory Committee supports the staff recommendation to proceed with the plan to stop accepting tires for recycling at the City's landfill sites and direct customers to producer operated collection sites for recycling.

Carried

At the February 13, 2020 Fenelon Landfill Public Review Committee meeting the PRC provided the following resolution:

Moved By R. Coleman
Seconded By J. Taylor

Resolved that the Fenelon Landfill Public Review Committee supports the staff recommendation to stop accepting tires at the City's landfill sites and direct customers to producer operated collection sites for recycling; and

Resolved that prior to this change, multiple communications and advertisements are released to ensure all residents are aware of the various locations across the City that will still accept tires.

Carried

Other Alternatives Considered:

Council could choose to continue accepting tires for recycling at the City's landfill sites. However, this would result in increased cost, staff time and resources, space issues and continued fire risk.

The City has already received notice from haulers that they may begin to charge municipalities for picking up tires on rims. Therefore, this alternative could become costly for the municipality. Since there are many other more favorable options at less cost for residents and the municipality the alternative for the City to continue to receive tires at the City landfill sites in any quantity is not preferred.

Financial/Operation Impacts:

It is expected that the recommendation will ultimately result in a better service to the public and lower costs and risk to the municipality. The City receives approximately 10,000 tires per year to be recycled and about 40% of these tires are on rims. If the City had to pay for each tire on rim at the \$5.00 price that was quoted this would add approximately \$20,000 per year to the operating budget.

Stopping tire collection will also reduce costs for staff time to manage and arrange tire piles and free up much needed space at the landfill sites to

implement other no producer funded recycling programs such as collection for Construction and Demolition waste.

Relationship of Recommendation(s) To The 2020-2023 Strategic Plan:

The decision to stop collecting tires for recycling at our landfill sites supports the first guiding principle in the 2020-2023 Strategic Plan of fiscally responsible service delivery. Through reviewing the current program, it is not fiscally responsible to keep using City resources and staff time to maintain the program when there are may other more effective options for residents in Kawartha Lakes.

Attachments:



Appendix A- Tire
Drop Off Locations

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson