

As would be expected, significant recycling of scrap metal occurs in the manufacturing sector in particular. Pallets and cardboard are also recycled by many sectors.

Table 5.2 also presents information provided by survey participants on the materials recycled by the business. Where information was provided on the bin sizes used and how often they were picked up, approximate values for the likely tonnage of recycling were estimated. In some cases, based on the survey responses, significant amounts of materials, estimated at up to 20,000 tonnes per year, particularly metals, are recycled by survey participants. This is not surprising given the nature of the businesses who responded. The estimated recycling rates were considered too high based on standard densities and the number of pick-ups reported by respondents so the values are not included in the report. Should a better number be needed, a different more focussed survey would be needed of specific business sectors. In many cases, the reported recycling is direct “BtoB” or “business to business” and does not involve intermediate processing.

Many farms and agricultural operations rent bins from private haulers for waste disposal. The size of containers varies, from 2 cy yds. up. The frequency of collection varies, with some collected on a weekly, every other week or monthly schedule depending on the account. The amount and type of waste set out by farmers is varied and seasonal. In spring, there is a lot of rock wool from clean out of growing containers; this can be recycled. At other times, there is significant amounts of vines when these plants are pruned. Bale wrap was also mentioned as a material disposed by farmers. The farm containers may contain residential waste also.

6.0 HAULER SURVEY RESULTS

The IC&I survey results indicated that most IC&I accounts were serviced by four haulers:

- MCQ Handling
- Norfolk Disposal
- Progressive Waste Solutions
- Waste Management

All four haulers were contacted and asked a series of questions presented in Appendix E. All haulers responded to the survey either through an interview or by email communication. Interviews were held with two haulers; a brief interview was held with a third hauler and some additional information was sent by email following the interview and a fourth hauler responded by email.

All four haulers indicated that they all export significant amounts of IC&I waste outside of Oxford County for disposal. The range quoted was from > 50% to 75% to 90% or more, depending on the hauler.

A number of reasons were given for hauling waste outside of the County:

- Hours of operation at the landfill was cited in one case. It is easier and safer to service accounts such as shopping malls the night. At least one hauler noted that some collection is carried out at 2am. The collected waste is disposed at the WMI transfer station in London which is open from 3am;
- Cost was quoted as a reason for not disposing of waste at the Oxford County landfill. A few of the haulers noted that if the tip fees were lower they might bring more waste to the Oxford landfill;
- One hauler noted that the private sector must compete with Michigan disposal rates that are single digit/tonne;
- Company policy was noted as a reason for not disposing of IC&I waste collected in the County at the County landfill. Companies generally need to internalize the costs of waste management to their own operations;
- Where haulers own their own landfill, if the landfill or a transfer station which ships to the landfill is located at a reasonable distance from Oxford County most loads will be shipped to the landfill or transfer station owned by the hauler, rather than dispose of the waste at the Oxford County landfill;
- Haulers noted that they dispose of waste “strategically” at Oxford County. They will dispose of light loads in the Oxford Landfill, as the charge is per tonne, and this is cost and time efficient, as disposing on the haul route saves a lot of travel time. This approach gets the truck back on the road faster and saves time and money;
- Where loads are heavier, because of the tipping fees, it makes sense for haulers to go to their own landfills and transfer stations, even if farther from the route and more driving and travel time is involved. It all comes down to a cost equation – whichever approach is less expensive;
- In some cases, it is easier to dispose of particular loads at other locations at the beginning and end of the day (e.g. if truck heading back to London, generally it will dispose of the load at the London transfer station);
- One hauler noted that it sometimes makes sense to dispose of roll offs at the County landfill and get back on the route quickly, but all FEL (front end loads) go back to the transfer station;
- Both Progressive/BFI and Waste Management use the Waste Management Inc transfer station in London to transfer loads to their own landfills. Progressive have a tolling arrangement with WMI, and in return WMI uses the Progressive MRF in London.
- All haulers service a number of farms. The size of containers varies, and they collect on a weekly, every other week or monthly schedule depending on the account. The amount and type of waste set out by farmers is varied and seasonal, so both the amount and type varies throughout the year.