



Making a difference...together

## **REPORT TO SALT SPRING ISLAND LIQUID WASTE COMMISSION MEETING OF NOVEMBER 5, 2019**

---

**SUBJECT**     Salt Spring Island Liquid Waste Facility Regulations

**ISSUE**

To amend both the Salt Spring Island Liquid Waste, Sewer, and Water Fees and Charges Bylaw 3864; and Capital Regional District Ticket Information Authorization Bylaw 1857 to update the Salt Spring Island liquid waste facility regulations and enforcement provisions.

**BACKGROUND**

With the Burgoyne Bay Liquid Waste Facility (LWF) upgrade new trucked liquid waste (TLW) operating regulations are required to ensure proper use of the facilities, ensure worker safety, and to protect infrastructure, receiving equipment, and the environment. As well as reduce CRD operational impacts and mitigate transport issues on neighbourhood properties due to the unregulated 24/7 access to the facility.

**Liquid Waste Facility Regulations:**

The new septage receiving unit is automated and transport haulers are required to ensure that connections during the discharge are leak free and control discharge into the receiving station. There is no full-time attendant on site to oversee the operation of the Burgoyne LWF therefore proposed regulations are meant to ensure safe discharge of TLW into the new facility, and site access.

The proposed amendments are summarized below:

1. **Access Permits:** The Burgoyne LWF is an unattended facility and access to the site is controlled by a gate. The CRD issues gate keys to private septage haulers who dispose liquid waste at the facility. Regulations should require haulers to obtain an access permit similar to the CRD's requirements at their regional septage disposal facilities. An access permit will provide the CRD with a record of the haulers accessing the facility, contact and billing information. The CRD has limited ability to enforce rules of use for this facility; therefore bringing into effect a hauler access permit program will assist in the administrative and operational needs of billing, addressing potential damage to infrastructure, and use of the facility. The CRD is recommending no charges for obtaining a hauler access permit.
2. **Operating Protocols:** A number of call-outs and after hour call outs have occurred since the new facility has been brought on line. The inlet valve modulates the septage receiving rate based on the reading from the level sensor in the screen tank, to avoid screen capacity issues. When the level sensor experiences issues the station gets locked out and sends out an alarm. This occurs when haulers pump thick loads at a high rate, the screen cannot keep up, which in turn causes the station to go into alarm and lock out. Haulers must then wait until CRD staff either attend the site to reset the alarm, or reset the alarm remotely from Ganges WWTP.

The thick loads being discharged into the receiving station are a result of haulers being reluctant to dilute their loads with water, as it adds volume to their septage discharge, and therefore increases their cost to unload septage. Further, the new receiving station is slower to unload at than the previous facility, and some haulers have taken to pressurizing

their tanks to force the septage out at a faster rate. Both of these issues cause problems for the new receiving station, and can send it into alarm, requiring CRD Operational support.

These provisions will help issues at the receiving station causing potential spills, in order to meet the BC Contaminated Site Regulation under the *Environmental Management Act*. This Act would come into effect in the event of contamination of a site (ground, ground water) either due to spillage, leakage of the waste from the waste containers, or contamination of the land from dumping of the waste by the TLW haulers.

3. Call-outs: To encourage compliance with the revised regulations and reduce staff call outs during and after hours the proposed regulations transfers the cost for call outs to the hauler, including receiving station flow meter reading discrepancies caused by hauler non-compliance. A proposed charge for call outs is \$75.00 per hour, with a minimum charge of \$150 for the first 2 hours.
4. Hours of Operations: Complaints have been made by neighbouring properties with haulers accessing the site 24/7. To mitigate this and staff call-outs, the CRD recommends restricting access to the facility to Monday – Friday between 7:30 am to 4:00 pm; with after hours access being considered under emergency situations.
5. Enforcement: Amending the Ticket Information Authorization Bylaw 1857 to include enforcement provisions in the regulation of the liquid waste treatment facility. The proposed amendment assigns fines for the misuse of the receiving facility and is based on comparable contraventions to the Capital Regional District Septage Disposal Bylaw 2827.
6. Transition: To allow time for the CRD to consult with the on-island haulers and provide them time to adjust to the new operating regulations and hours of operation it is recommended the bylaw will come into effect February 1, 2020.

## **ALTERNATIVES**

### **Alternative 1**

That the Salt Spring Island Liquid Waste Commission recommends the Electoral Areas Committee recommend to the Capital Regional District Board:

1. That Bylaw No. 4286 cited as “Salt Spring Island Liquid Waste, Sewer, and Water Fees and Charges Bylaw No. 1, 2012, Amendment Bylaw No. 12, 2019” be introduced and read at first, second, and a third time.
2. That Bylaw No. 4286 be adopted.
3. That Bylaw No. 4287 cited as “Capital Regional District Ticket Information Authorization Bylaw 1990, Amendment Bylaw No. 65, 2019” be introduced and read at first, second, and a third time.
4. That Bylaw No. 4287 be adopted.

Alternative 2

That Bylaw No. 4286 and No. 4287 be referred back to staff for further information.

**IMPLICATIONS**

Under the existing bylaws, the CRD has limited ability to enforce the rules of use of its TLW receiving station on Salt Spring Island. The unregulated access and disposing of solids leaves the new receiving station vulnerable to negative impacts on the infrastructure, environmental contamination, and increased call outs. All costs associated with these issues impact the annual operating budgets.

**CONCLUSION**

The proposed regulations and enforcement provisions will update the administration and operations of an essential Salt Spring Island service and protect the infrastructure and reduce contamination.

**RECOMMENDATION(S)**

That the Salt Spring Island Liquid Waste Commission recommends the Electoral Areas Committee recommend to the Capital Regional District Board:

1. That Bylaw No. 4286 cited as “Salt Spring Island Liquid Waste, Sewer, and Water Fees and Charges Bylaw No. 1, 2012, Amendment Bylaw No. 12, 2019” be introduced and read at first, second, and a third time.
2. That Bylaw No. 4286 be adopted.
3. That Bylaw No. 4287 cited as “Capital Regional District Ticket Information Authorization Bylaw 1990, Amendment Bylaw No. 65, 2019” be introduced and read at first, second, and a third time.
4. That Bylaw No. 4287 be adopted.

|               |  |
|---------------|--|
| Submitted by: | Karla Campbell, BPA, Sr. Manager Salt Spring Island Electoral Area       |
| Concurrence:  | Matthew McCrank, MSc., P.Eng., Senior Manager, Infrastructure Operations |
| Concurrence:  | Robert Lapham, MCIP, RPP, Chief Administrative Officer                   |

KC:ts

Attachments:

Appendix A: Bylaw No. 4286, Salt Spring Island Liquid Waste, Sewer, and Water Fees and Charges Bylaw No. 1, 2012, Amendment Bylaw No. 12, 2019

Appendix B: Bylaw No. 4287, Capital Regional District Ticket Information Authorization Bylaw 1990, Amendment Bylaw No. 65, 2019