

**REPORT TO ENVIRONMENTAL SERVICES COMMITTEE
MEETING OF WEDNESDAY, MARCH 25, 2020**

SUBJECT International Cruise Ship Waste at Hartland Landfill

ISSUE SUMMARY

To provide the Environmental Services Committee with a tipping fee recommendation regarding the disposal of international cruise ship waste in the region.

BACKGROUND

On February 10, 2020, the Capital Regional District (CRD) Board Chair received a letter from the Mayor of the City of Victoria requesting that CRD Bylaw No. 3881, the Hartland Landfill Tipping Fee and Regulation Bylaw, be amended to increase the tipping fee rate for the disposal of international solid waste from cruise ships and other sources. The stated purpose of the requested increase is to provide an incentive to limit the volume of such waste offloaded in Victoria and sent to Hartland Landfill. A copy of the letter is provided as Appendix A.

ALTERNATIVES

Alternative 1

The Environmental Services Committee recommends to the Capital Regional District Board:

That the Hartland Landfill tipping fees for cruise ship waste remain unchanged.

Alternative 2

The Environmental Services Committee recommends to the Capital Regional District Board:

That staff be directed to develop alternative tipping fee strategies for cruise ship waste received by Hartland Landfill.

IMPLICATIONS

Operational Implications

In 2019, Hartland Landfill received approximately 2,100 tonnes of cruise ship waste, representing about 1.3% of all solid waste landfilled for the year. However, the quantity of cruise ship waste received in 2019 has increased substantially over previous years. The company being contracted to receive and manage waste from cruise ships (docked in Victoria) changed in 2019. The firm currently responsible for providing this service in 2019 and in 2020 is Tymac Launch Service Limited.

CRD staff have been in discussions with the Harbour Authority and the solid waste contractor to ensure cruise ship waste diversion is further optimized during the 2020 season. Tymac has developed a comprehensive set of waste handling guidelines for cruise ship staff to use for managing waste when they are in the port of Victoria. These guidelines include procedures for diverting recyclable materials, managing hazardous waste and segregating banned items. Tymac

reports a diversion of 85% of cruise ship waste for recycling in Victoria, though this cannot be independently verified.

In Canada, solid waste from cruise ships is managed according to the International Waste Directive under the authority of the Canada Border Service Agency and the Canadian Food Inspection Agency. Solid waste is designated as either high risk or low risk and is managed according to that designation. High-risk waste must be treated as controlled waste and requires immediate deep burial in trenches at Hartland Landfill. Low-risk waste can be managed as general refuse and disposed of along with other regular garbage being received at the landfill.

The International Waste Directive does not require cruise ships to offload their waste upon docking at the first or any port of call in Canada; that decision is at the discretion of the ship. However, given the limited storage space on most cruise ships, regular offloading of waste is a logistical necessity, including in Victoria. This is particularly true when considering that Victoria is often the only Canadian port of call for Alaska cruises.

Financial Implications

At Hartland Landfill, international waste is currently charged at the controlled waste fee of \$157 per tonne, not the general refuse fee of \$110 per tonne.

CONCLUSION

The City of Victoria has requested that the CRD increase the tipping fee rate for the disposal of international solid waste from cruise ships for the purpose of providing an incentive to limit the volume of such wastes being offloaded in Victoria and sent to Hartland Landfill. Cruise ship waste typically represents about 1% of all solid waste annually landfilled in the region and the firm managing cruise ship waste reports that approximately 85% of all cruise ship waste is recycled, with only residuals being sent to the landfill. Regardless of the tipping fees levied, offloading of waste is typically a logistical necessity for most cruise ships, particularly when Victoria is the only Canadian port of call for Alaska cruises. Staff recommend that tipping fees for cruise ship waste remain unchanged.

RECOMMENDATION

The Environmental Services Committee recommends to the Capital Regional District Board:

That the Hartland Landfill tipping fees for cruise ship waste remain unchanged.

Submitted by:	Russ Smith, Senior Manager, Environmental Resource Management
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Robert Lapham, MCIP, RPP, Chief Administrative Officer

ATTACHMENT

Appendix A: Letter from Mayor Lisa Helps, City of Victoria, re International Solid Waste from Cruise Ships (February 4, 2020)