

ITEM
MANAGER'S REPORT NO.
COUNCIL MEETING 85/04/01

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RE: 1984 REFUSE COLLECTION & DISPOSAL

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1985 03 25
FROM: DIRECTOR ENGINEERING
SUBJECT: 1984 REFUSE COLLECTION AND DISPOSAL

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT:

Separation of Costs

Due to the considerable increase in disposal charges for the Municipalities who are now using the transfer station at the old Coquitlam landfill site there is a large difference between disposal costs for Burnaby and Municipalities such as Surrey and Delta. If cost comparisons are to be made among Burnaby, Surrey and Delta then collection and disposal costs must be separated.

In Burnaby, for economic reasons, special vehicles are not assigned to pick up commercial and industrial refuse separately. Commercial customers who use ordinary garbage cans are served by rear and side loading vehicles when premises are on the same routes as residential customers. Similarly, commercial customers who use containers are served by front-end loading vehicles on the same routes as are residential customers who use containers. Because of this mix of commercial and industrial refuse, it is difficult to arrive at collection and disposal costs for residential customers on a per living unit basis. We have, however, devised a formula and a rationale which we feel gives a meaningful and realistic cost analysis. We have separated the rear and side loading operation from the front-end loading container operation and have made allowance for container commercial service by calculating a value for an equivalent living unit. By combining these costs an overall cost per living unit can be calculated.

(cont'd)

Calculations

Rear Loaders Pickup - Various Classifications

Single Family	32,269 units
Strata Title Group Housing	970 units
Other Group Housing	76 units
Low-rise Apartments	2,204 units
Commercial (Small Business) (equivalent)	<u>656 units</u>

TOTAL 36,175 units

Total Cost -
Residential/Commercial
(Rear Loaders) \$2,645,118.93

Deduct

Disposal	\$836,469.53
Street Cleaning	317,593.65
Stride Avenue	52,405.02
Revenue	<u>137,056.40</u>

\$1,343,524.60

\$1,301,594.33

Net Collection Cost
Net Collection Cost per
Living Unit =\$35.98

Disposal Cost per
Living Unit =\$23.12

Container Service (Front End Loaders)

Strata Title and Co-op Units:

7,208 units generate 2080 cu. yds. weekly

3.47 units generate 1 cu. yd. weekly

Weekly collection commercial/
industrial 1,174 cu. yds.

This is equivalent to 1,174 x 3.47 = 4074 units
weekly.

Total actual and equivalent units:

7,208 + 4,074 = 11,282 units weekly

Total cost/container service
Front End Loaders \$424,587.17

Deduct:

Disposal Cost	\$182,878.31
Revenue	<u>\$342,616.20</u>

\$525,494.51

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Overall Refuse Service	1982	1983	1984
Collection Cost per			
Living Unit	\$37.82	\$28.05	\$25.30
Disposal Cost/Unit	6.95	13.39	21.48
Overall Cost/Unit	\$44.77	\$41.44	\$46.78

* The increase in cost per residential/commercial unit from \$51.67 per year in 1982 to \$59.10 in 1984 is due to the large increase in fees paid to G.V.R.D. for disposal. The net collection cost has decreased from \$44.57 in 1982 to \$35.98 in 1984.

Cost Comparisons - 1984

	TYPE OF SERVICE	\$	COLLECTION	\$	DISPOSAL	\$	TOTAL
Burnaby	Municipal Rear Loaders	35.98	23.12				59.10
Surrey	Private	39.95	9.55				49.50
Delta	Private	43.00	No charge				43.00
Coquitlam	Private	38.80	24.00				62.80
Burnaby	Municipal Front End Loaders	(8.94)	16.21				7.27
	"Blended Service"	25.30	21.48				46.78

NOTE: The "Blended Service" cost for Burnaby is the overall net cost per living unit under a combination of rear loader and front end loader service.

In 1984, although 7,208 strata and co-op units were given "free" pickup, the front end loader collection operation showed a profit of \$100,907.34 or \$8.94 per unit. It is interesting to note that providing "free" service to strata title units results in a revenue loss of \$554,320. Prior to 1977 they were classified as commercial customers and paid private haulers for pickup.

GENERAL CONCLUSION:

During 1983 a small committee composed of driver/swampers, two foremen and the superintendent was formed to monitor the refuse service, streamline routes when possible and minimize problems. The results of their efforts are self evident and it should be mentioned that the research and the calculations which form a major part of this report were done entirely by the foremen and the superintendent.

NOTE: As a result of route rescheduling, one residential/commercial truck was withdrawn from service in April 1983, and another will be withdrawn in June 1985. These reductions in service arose out of deliberations of the above mentioned Committee and therefore bore the stamp of approval of both the Union and of Management.

When comparing our service with other municipalities in order to compare "apples with apples", it should be noted that the residential portion of the service is used and that disposal costs are governed by different circumstances and cannot be compared.

E.E. Olson
DIRECTOR ENGINEERING

WNR/lmy

cc: () Director Finance