



The Regional
Municipality of
Durham

Works Department

Interoffice Memorandum

Date: July 16, 2021

To: Regional Chair Henry and Members of Regional Council

From: Susan Siopis, P.Eng., Commissioner, Works

Copy: Elaine Baxter-Trahair, Chief Administrative Officer
Gioseph Anello, M.Eng., P.Eng., PMP, Director, Waste
Management Services

Subject: Additional Information - Mixed Waste Pre-Sort Facilities

At the June 23, 2021 Regional Council Meeting, there was discussion on Mixed Waste Pre-Sort Facilities in use in North America and the efficacy of this technology. As indicated in the Anaerobic Digester Procurement Update memo dated June 21, 2021 (attached for easy reference), mixed waste pre-sort systems are not common in Canada. There were two facilities in operation in Canada, one in Edmonton and one in Halifax. Those facilities were not designed for the same purpose or to achieve the same deliverables as Durham Region's (Region) planned facility.

Modern mixed waste pre-sort technologies such as those being sought by the Region are more commonly found in communities in Europe. Also attached is an information memo which was provided to Regional Council (June 15, 2020) on the subject. That memo provided details on the processing steps found in a typical mixed waste pre-sort facility. That memo also provided websites and links (which have been confirmed and/or updated) to operational facilities located in Europe.

The technical consultants retained by the Region have extensive knowledge of mixed waste pre-sort technologies globally gained through comprehensive literature reviews and on-site visits to a variety of facilities in Europe to evaluate technology performance. The verified technology performance capabilities have been integrated into the Region's specification both for the recently completed Request for Pre-Qualifications (RFPQ)1062-2020 and pending Negotiated Request for Proposals (NRFP) process.

Integrated Mixed Waste Pre-sort and Anaerobic Digestion Facilities

In the memo dated June 15, 2020, staff shared examples of existing Mixed Waste Pre-sort facilities. These facilities were to introduce the concept of mixed waste pre-sorting and provide Council with more information in that regard.

Included in this memo is a listing of several facilities that are currently in operation that have an integrated system approach and include several similar facility components that the Region is seeking in its current procurement process, including Mixed Waste Pre-sort, Anaerobic Digestion and Renewable Natural Gas.

It is important to note that these are examples only and facility components seen in the videos or on websites may not reflect the specifications in the Region's NRFP process.

- 1) Facility: North Malta Mechanical and Biological Treatment Plant

Location: Northern Malta

Facility Link: <https://www.youtube.com/watch?v=xFbcpC8lt1s&t=65s>

- 2) Facility: S.E.S.A. S.P.A.

Location: Padua, Italy

Facility Link*: <http://www.sesaeste.it/>

*Google translate must be used for this website: Italian to English.

Note videos are not translatable.

- 3) Facility: Mataro Waste Recovery Integral Centre of Maresme

Location: Barcelona, Spain

Facility Link: <https://maresmecircular.cat/en/consortium-for-municipal-solid-waste-treatment-of-maresme/maresme-integral-centre-for-waste-recovery/>

Conclusion

Mixed waste pre-sort is not a new technology globally. It is used with great efficacy in Europe and in the facilities verified by the RFPQ evaluation team. Mixed waste pre-sort is the only reliable path to;

- 1) significantly increasing diversion rates,
- 2) reducing the amount of waste going to the DYEC thereby deferring the need for a costly expansion of the DYEC,
- 3) deferring the need for other disposal options such as landfill, and
- 4) reducing our GHG emissions.

End of Memo

Attachments: June 21, 2021 Memo: Anaerobic Digester Procurement Update
 June 15, 2020 Memo: Mixed Waste Pre-Sort Facilities



Interoffice Memorandum

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Don Beaton
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Date: June 21, 2021
To: John Henry, Regional Chair and Members of
Regional Council
From: Susan Siopis, Commissioner of Works
Nancy Taylor, Commissioner of Finance
Jason Hunt, Regional Solicitor and Director of
Legal Services
Subject: Anaerobic Digester Procurement Update

Purpose

This memo provides an overview of the existing Council direction primarily from Report #2019-COW-17 and addresses some of the concerns and questions raised by Council at the Committee of the Whole meeting on June 9, 2021. This memo is intended to assist Council in their deliberations with respect to the Notice of Motion on the Regional Council Agenda.

Background

Council Direction Report #2019-COW-17

In June 2019, Regional Council considered and approved the recommendations in 2019-COW-17. That report is attached as it contains a comprehensive report providing background on Council's current directions on the technology, procurement and service delivery model for Anaerobic Digestion. The existing and relevant council directives from this report are:

That approval be granted for the Region to proceed with Council's preferred long-term organics management technology solution, with the capital project to include a mixed waste transfer and pre-sort facility and an anaerobic digestion organics management processing facility with the specific financing to be approved at the time of Request for Proposal issuance and confirmed at the time of RFP award;

If you require this information in an accessible format, please contact Monika King at 1-800-372-1102 ext. 2166.

That the Region's service delivery approach for implementing the Region's long-term organics management solution include public ownership of the transfer/pre-sort facility and AD organics management processing facility with a long term (15-25 year) single contract to be obtained from the private sector to design, build, operate and maintain (DBOM) the facilities;

That procurement follows a two-step Request for Proposal Qualifications (RFPQ) and Request for Proposal (RFP) process, in which:

- a. the RFPQ shall include appropriate requirements for financial capacity (construction, bonding, operations) together with technical requirements, to be issued with the list of recommended prequalified companies (to participate in the subsequent RFP) to be presented to Regional Council for approval in fall 2019;
- b. The subsequent RFP process shall be issued together with the design-build-operate-maintain contract to reduce the need for protracted negotiations prior to financial close.

Mixed Waste Transfer and Pre-Sort Facility

There are six significant advantages of this technology:

- 1) It is the only reliable path to significantly increase diversion rates. Current waste studies indicate that despite persistent attention to source separation of recycling and organics, recoverable materials in residential waste remain consistent at 45% predominantly from incorrectly sorted organics from single family homes and multi-residential buildings. This figure is consistent with the range of diversion across North America. The next step in reaching the Region's 70 percent diversion target is the use of a mixed waste transfer and pre-sort facility.
- 2) Diversion of recyclables, organics and non-combustibles will reduce the volume of waste going to the DYEC, effectively making capacity available in the DYEC to accommodate for population growth and deferring the need for an expansion until at least 2035;
- 3) Co-location of mixed waste transfer and pre-sort with an AD facility provides significant advantages including applying the most stringent

environmental standards such as controlling potential odours, transportation efficiencies to reduce GHG emissions, site infrastructure synergies and ensuring control of material flows between the mixed waste transfer and pre-sort and AD facilities to meet the ECA requirements for the DYEC. Co-location will ensure that sufficient redundancy is built into the system to accommodate fluctuations and variability in the waste and ensure the Region has its own waste processing capacity with future expansion capabilities. Co-location of the MWP, AD, DYEC and the Courtice WPCP will build a fully integrated system with potential opportunities for heat balance, process water management, increased generation of RNG, shared monitoring systems and public education between the facilities that is aligned with the Strategic Plan.

- 4) Capacity for waste is limited throughout the province. Prior to construction of the DYEC, the Region relied on landfills in Michigan and New York state for waste disposal. In 2007, Regional Council, in support of an agreement between two Michigan Senators and the Ontario Minister of the Environment, directed an end to waste shipments to Michigan beyond 2010. One objective of the DYEC project was to prioritize local waste solutions and decrease reliance on cross border waste solutions. The possibility of removing organics from the waste stream on a provincial scale is also a likely solution to the landfill capacity issue in Ontario and has already been openly discussed at the provincial level. A mixed waste transfer and pre-sort will allow the Region to further reduce its reliance on limited landfill capacity and mitigate this risk.
- 5) A Region-owned mixed waste transfer and pre-sort facility will help the Region meet its greenhouse gas reduction goals. Durham Region declared a climate emergency in 2020 and recently approved the Corporate Climate Action Plan. This Plan sets a goal of 100 per cent reduction in GHG emissions by 2045. The mixed waste transfer and pre-sort will provide the ability to separate organics from the waste stream and the AD Facility will generate biogas that can be cleaned and used as renewable natural gas. Renewable natural gas is a direct replacement for conventional natural gas but is considered carbon neutral and does not contribute to GHG emissions based on its renewable nature. Using renewable natural gas from a Region-owned AD in Region facilities will reduce the Region's GHG emissions by up to 7,500 tonnes of CO₂ equivalents each year.

- 6) As indicated in Report #2019-COW-17, mixed waste transfer and pre-sort is unlikely if not impossible unless the Region proceeds with a DBOM service delivery model. No vendors offer this technology as part of a merchant capacity service delivery. More importantly, no vendors offer AD for facility separated organics therefore they have no incentive to build mixed waste pre-sort facilities. Existing merchant capacity only processes material derived from source separated organics (Green Bins programs).

Mixed waste pre-sort systems are not common in Canada. At the time of writing Report #2019-COW-17, there were only two facilities in operation on a similar scale and are located in other provinces. As such, proceeding with a third-party merchant capacity service delivery model for anaerobic digestion would almost certainly remove the mixed waste pre-sort component or require the Region to construct its own facility (if a private AD facility that will process FSO is constructed – as noted, none exist or are proposed at this time). Not having mixed-waste pre-sort will significantly reduce the Region's capture and diversion rate potential, not allow the identified short term corporate GHG emission reduction targets to be fully realized for waste management, not meet provincial diversion targets set for organics and require the immediate commencement of the process to expand the DYEC in order to meet growing demands for capacity.

Design Build Operate Maintain Service Delivery Approach

The first evaluation of service delivery model was a detailed exploration of risk and mitigation by GHD Limited and Ernst & Young Orenda Corporate Finance Inc., which was presented to Regional Council in Report #2017-COW-180.

In Report #2018-COW-146 council directed:

That future business analysis of a mixed waste pre-sort, and organics processing service delivery approach for a potential long-term organics management solution be limited to either (i) private sector service contract or ii) a design build operate and maintain public private partnership (P3) contract.

Following this direction, staff specifically re-evaluated the two options of a DBOM or Merchant Capacity service delivery model between June 2018 and June 2019.

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Within the Service Delivery Model assessment, it was noted that there have been a number of merchant capacity plants over time in Ontario. A number of these facilities have failed due to poor performance, impaired economics, and environmental issues (particularly odour). Given the lack of control over merchant capacity facilities, municipal use of this model can potentially lead to performance issues that are sufficiently significant as to require landfilling of organic materials. At least one private facility was ordered by the Ministry to cease operations due to excessive odour issues. In contrast, publicly owned facilities operating today experience very few, if any, complaints of this nature.

The results of that evaluation exercise from staff concluded with the recommendation which was adopted by Council in Report #2019-COW-17:

That the Region's service delivery approach for implementing the Region's long-term organics management solution include public ownership of the transfer/pre-sort facility and AD organics management processing facility with a long term (15-25 year) single contract to be obtained from the private sector to design, build, operate and maintain (DBOM) the facilities;

The factors supporting this recommendation are found within Report #2019-COW-17, including:

- Retaining control to react to community and environmental needs;
- Control over haulage and transportation costs by ensuring siting within Durham Region
- Risk transfer to the DBOM vendor;
- Information obtained from the private sector respondents in the RFEI confirmed that a DBOM reflects a best practice for a large, long-term contract of this nature;
- Recent merchant capacity competitions in Peel and Toronto yielded limited responses and competition;
- Merchant capacity in the province is limited and market risk with this option was identified in the preliminary business case;
- DBOM minimizes the risk of cost escalation over a long-term contract and after a preliminary detailed risk assessment this was a recommended approach of GHD Limited and Ernst & Young Orenda Corporate Finance Inc. (Re: Phase One and Two Preliminary Business

Case Assessment and Technology Review conducted by GHD and E&Y in 2017).

Furthermore, control and ownership of the facility through DBOM service delivery will assist in ensuring that possible benefits from processing by-products are retained by the Region. As an example, potential benefits associated with biogas production (including ownership and title to the fuel and any associated environmental attributes) would be retained by the Region to ensure co-benefits with other corporate priorities, including achieving greenhouse gas (GHG) emission reduction targets through the potential production and utilization of RNG across Regional operations. Additional synergies and realization of co-benefits across Regional operations are also possible with control over ownership and siting (e.g., possible integration of operations and systems for AD facility and wastewater treatment facilities).

Procurement Considerations

In any procurement process it is best practice for the Region to provide as much detail and specification to potential vendors as is practical. The Region has invested substantial resources into exploring potential options and advising Regional Council on the best path forward.

The motion being brought forward proposes a very different service delivery model but for a significant portion of the same service (AD) thereby casting doubt about the Region's commitment to the larger project.

There are risks and uncertainties introduced by proceeding with two fundamentally different service delivery models at the same time. This risk will be treated by bidders in one of three ways – transferring the risk to the Region, pricing the risk into their bid or avoiding the risk altogether by choosing not to participate. It is likely that running a parallel bidding process on a major project like this is unprecedented. As such is it hard to advise Council on all of the risks and costs which might be encountered.

In addition to the risks, it should be identified that there are significant resource considerations both external and internal. The current DBOM procurement process is a major procurement. A tremendous amount of time and resources have been spent by the Region over the past eight months in preparing the draft DBOM agreement that would be attached to the proposed

NRFP. It would take a great deal of work by the Region's AD Project Team to co-ordinate the necessary changes to conduct a parallel procurement process, resulting in significant delays in the release of the NRFP for a DBOM solution. An additional procurement for third party merchant capacity would be a substantial undertaking. This additional process would require additional consulting support and have a substantial impact on internal resources.

A significant change in course at this point to include third party merchant capacity would involve a business case, scope development and procurement document creation and this will add a significant amount of time to the project. If a procurement to solicit proposals for third party merchant capacity is now introduced, it would require issuance of a procurement process at the same time as the DBOM NRFP or incorporation of the new requirements into the DBOM NRFP as a distinct option; both adding considerable delay in issuance of the requesting of proposals. Furthermore, if prequalification is required for the third-party merchant capacity option, a prequalification process will also be required and cause further delay.

Other concerns related to the delay and change in project scope that should be considered are:

- A delay in the procurement process will impact the Region's ability to meet legislative requirements:
 - Ontario's Food and Organic Waste Policy Statement was issued on April 30, 2018 under section 11 of the RRCEA and approved through Order in Council No. 397/2018. It provides direction to provincial ministries, municipalities, industrial, commercial and institutional establishments and the waste management sector to reduce food waste and increase resource recovery from food and organic waste.
 - The Food and Organic Waste Policy Statement requires Durham to meet a performance target of 70 per cent *waste reduction* and *resource recovery of food and organic waste* generated by its single-family dwellings by 2023.
 - Multi-unit residential building owners, to which section 10 of O. Reg. 103/94 under the *Environmental Protection Act* applies (i.e. owners of buildings with six or more dwelling units), must also achieve 50 per cent waste reduction and resource recovery of food and organic waste generated within their buildings by 2025. Where the Region accepts collection responsibility at

these multi-residential buildings under its Regional Waste Bylaw, the 50 per cent waste reduction and resource recovery of food and organic waste requirement will become a Regional requirement.

- Three companies are currently prequalified for the RFP. Any delay in issuance of the RFP is a concern, as best practice is to issue the subsequent bid document to the prequalified parties as close to the prequalification date as possible to ensure that the parties are a) still interested b) still have same financial viability as assessed during the prequal and c) the teams brought forward are essentially the same;
- Issuing a separate RFP where the outcome is dependent on another separate and distinct RFP is problematic. The award of each will have to be clearly defined and somehow dependent on the other, which is a challenge and adds additional risk;
- If third-party merchant capacity is added as an option in the RFP, it will be a challenge to clearly define how each is rated and how a winner will be chosen;
- Currently the AD prequalified parties, of which there are three, have a 1 in 3 chance of being successful. Including third-party merchant capacity will change this and some of the prequalified parties may no longer wish to participate;
- Some companies may wish to bid on both options, which may be a conflict.

Strictly from a fairness perspective, the Region does have the ability to stop at this point in the process and reassess next steps, but to ensure fairness the Region would have to clearly define how this new approach will be conducted, including how proposals will be evaluated and how the successful proponent will be selected. Transparency around the process is paramount and it will take significant time to ensure this is done correctly.

Further, we have already completed the pre-qualification process based on a DBOM project delivery structure and the Region must establish a level playing field for Respondents where two different projects are essentially being solicited. As previously reported, service delivery contracts and DBOM present:

- different risk profiles and securities requirements;

- technical specifications versus performance specifications;
- private sector contracts could present multiple locations (possibly outside the Region), with different sunk costs depending on site infrastructure and divergent impacts both to Regional collection and haulage costs;
- the Region risks relinquishing ownership, control and management of performance and site-specific dynamics (e.g.: transfer/haulage costs, odour management and proximity to residential areas, technology specifications and by-product/GHG management as noted above).

There would be risk in terms of market credibility for the Region and prequalified bidders may decline further participation in a new process which would require pre-qualification on a consistent set of criteria. The Region may need to make changes that were not included in the RFPQ to the NRFP and the timing for the issuance of NRFP may need to be delayed.

Honourarium

Staff are recommending payment of an honorarium to proponents who submit a proposal to the NRFP. This recommendation is based on advice received from external consultants and is consistent with market expectations and best practice based on the guidelines from Infrastructure Ontario with respect to capital procurement. Specifically, those guidelines provide as follows:

Infrastructure Ontario Procurement Policy, April 2021:

“IO may, at its discretion, offer Proposal Fees [i.e. honoraria] in its competitive procurement processes for the purposes of increasing the competitiveness of IO’s procurements and incentivizing new and existing participants to participate in and actively engage with IO during the procurement process. IO also recognizes the value of bidder engagement in the development of the procurement documents, Contract and design (if applicable), as well as IO’s receipt of intellectual property rights to design-related materials (if applicable) in bidding Vendors’ proposals.”

Procurement Canada, Standard Acquisition Clauses and Conditions Manual:

“An honorarium can be provided to the unsuccessful bidders who submitted a compliant bid at the RFP stage. This is subject to approvals (as part of the procurement plan).”

The Region of Peel has also adopted the practice in a formal policy and notes the 'Design Bid Fee' is calculated in accordance with the Canadian Design Build Institute and Procurement Policy. The fee is based on the complexity of the project and the substantial level of detail required for the submission process. According to Peel's policy: "honorariums are defined as remuneration for work that a well-qualified team of designers and builders would undertake to satisfy the basic submittal requirements of a Design-Build, Request for Proposal. The honorarium is not expected to fully compensate all costs of an unsuccessful effort but is deemed necessary to be sufficient to generate meaningful competition among Pre-qualified Proponents on Design-Build projects... honorariums will only be paid where there is sufficient design requirement and complexity within the proposal submission; only projects having an estimated construction cost estimate exceeding \$10M being considered for remuneration. The calculation for payment will be as indicated in the Canadian Design-Build Institute document 'A Guide for the Calculation of Remuneration' or as approved by Regional Council...honorariums will only be paid if:

1. The estimated construction cost estimate exceeds \$10M. There must be sufficient design requirement and complexity within the proposal document.
2. The submission must attain a sufficient technical score in accordance with the proposal documents.
3. The Proponent submission is compliant and unsuccessful.
4. If any of the above is not met, approval must first be received from Regional Council."

The City of Ottawa has also included honorariums in past procurements that required a level of effort on the part of the bidder that was substantively more significant than what is traditionally expected, or where designs/drawings were required as part of the bidding process. Examples include the LRT Stage 1 and Stage 2 procurements, and the Lansdowne Urban Park Design Competition (note that in the case of LRT, the honorarium was paid to the unsuccessful proponents by the successful proponent).

The payment of an honoraria to proponents in a major RFP process is a common practice which has been used by several other municipalities including but not limited to:

- City of Hamilton Biosolids Project
- City of Vaughan Civic Centre / City Hall
- Region of Waterloo Light Rail Project
- Winnipeg Southwest Transitway
- City of Regina Wastewater Treatment Plant Upgrade
- Halifax Organics Composting Facility

Due to confidentiality, Deloitte cannot disclose project names nor sponsors and financial amounts, however, has provided the following recent project benchmarks noting a sample of other precedent municipal, provincial, and federal P3 projects utilizing honoraria. **Source: Deloitte, June 15, 2021**

	Project 1	Project 2	Project 3	Project 4	Project 5	Project 6	Project 7	Project 8	Project 9
Project Type	Waste Water	Organics	Waste Water	Waste Water	Waste Water	Transportation	Transit	Healthcare	Transit
Project Sponsor / Owner	Municipal	Municipal	Municipal	Regional	Regional	Federal	Municipal	Provincial	Provincial
Project Size (Capital Cost)	\$46M	\$120M	\$242M	\$478M	\$135M	\$4,400M	\$3,200M	\$260M	\$1,400M
Honorarium Per Unsuccessful Bidder	\$220K	\$125K	\$250K	\$500K	\$200K	\$5M	\$2M	\$800K	\$1.7M
Bidder Profile (Canadian/International)	International	Canadian	International	International	Canadian	International	International	Canadian	International

Finally, staff has reviewed records and determined that honoraria were paid for costs related solely to the bidding process in the following RFPs:

Table 1: Durham Region P3 Examples Including an Honorarium:

Project	Regional Headquarters (2002)	Regional MRF (2005)
Size (Capital Cost)	\$65.8 million	\$14.8 million
Honorarium	\$30 k	\$20 k

End of Memo



**The Regional
Municipality of
Durham**

Works Department

Interoffice Memorandum

Date: June 15, 2020

To: Regional Chair Henry and All Members of Regional Council

From: Susan Siopis, P.Eng., Commissioner, Works

Copy: Elaine Baxter-Trahair, Chief Administrative Officer
Giuseppe Anello, Acting Director, Waste Management Services

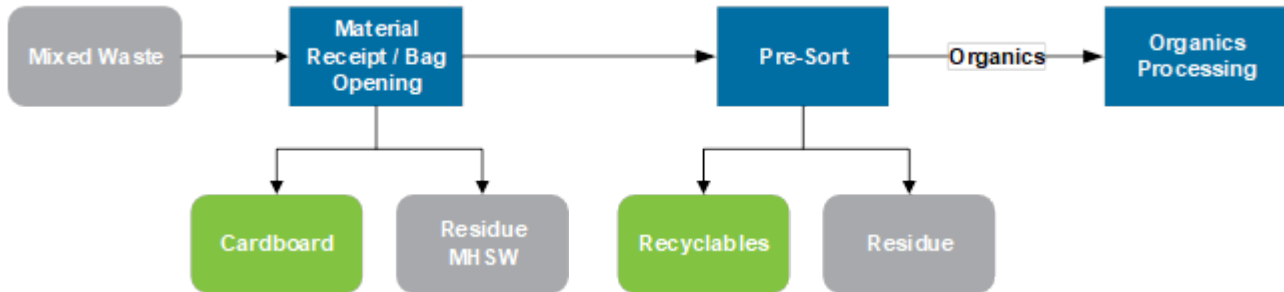
Subject: Mixed Waste Pre-Sort Facilities

At the May 27, 2020 Council Meeting, the next steps for the Mixed Waste Pre-sort and Anaerobic Digestion Project (Project) were approved. At that meeting, there was discussion about the various aspects of the Project and in particular the mixed waste pre-sort component of the Project. This memo is intended to provide Council with more information in that regard. Included in this memo is a listing of several facilities that are currently in operation and a link to information specific to each location has been provided.

Mixed waste pre-sort facilities in Europe are common with some facilities having been in operation for over a decade. Some of these facilities are using artificial intelligence and robotics in the pre-sort system to enhance separation of organics and recyclable materials. Although mixed-waste pre-sort is not common in North America, there are several facilities operating in the United States that perform some aspects of pre-sorting.

The mixed waste pre-sort operation proposed for Durham Region will consist of material receiving, bag opening, mixed waste pre-sorting and organics pre-processing. Figure 1 below illustrates these steps in the mixed waste pre-sort process.

Figure 1 Key Steps in Mixed Waste Pre-Sort



Collected municipal solid waste will be delivered to the facility where initial material separation will occur. This will include removal of large bulky items, materials potentially harmful to the process such as incorrectly disposed household hazardous waste and material easily removed for recycling such as cardboard. Material receipt and the initial sort typically involves a visual inspection and manual sort prior to moving to a bag breaker.

Once the garbage bags are opened, mixed waste pre-sorting operates to recover dry recyclables of value and isolate the organic fraction for further processing. Bag contents are typically separated by size using screens or trommels. The small fraction typically contains the organic portion of the waste and moves to an additional pre-processing step. Additional separation equipment may be used at this step to recover additional recyclables. For example, a magnet and eddy current are used to remove the metals, air currents and optical sorters can be used to separate plastics, containers and fibres. The choice of equipment is based on the materials targeted for removal.

Organics recovery efficiency varies among these technologies and is a function of the nature of the materials being treated. After pre-processing, organics are digested to produce renewable natural gas and digestate in the anaerobic digestion system.

The performance at these facilities supports GHD's technical advice to Durham Region in the business case and Request for Qualifications (RFQ) with inputs such as: separation capture rates, organics diversion, production of biogas and beneficial use of digestate. The following list includes facilities that are comparable to what is being proposed for Durham Region. GHD has visited each of the facilities listed below and have observed them in operation.

- 1) Facility:** Milton-Keynes Waste Recovery Park
Location: Buckingham, England, UK
Homepage: <https://wasteservices.amey.co.uk/where-we-work/milton-keynes/>
Pre-Sort Equipment: <https://wasteservices.amey.co.uk/where-we-work/milton-keynes/our-operations/technology-overview/mechanical-treatment/>
Video: [You Tube video of Milton-Keynes Sorting Plant, UK](#)
- 2) Facility:** Horsham Mechanical Biological Treatment Facility
Location: West Sussex, England, UK
Homepage: <https://www.biffa.co.uk>
Pre-Sort Equipment: <https://www.biffa.co.uk/about-us/waste-journeys/mechanical-and-biological-treatment>
- 3) Facility:** Fos-sur-Mer Integrated Waste Management Centre
Location: Fos-sur-Mer, France
Homepage: <https://www.evere.fr/?lang=en>
- 4) Facility:** Southwark Integrated Waste Management Facility
Location: London, England, UK
Homepage: <https://www.veolia.co.uk/southwark/iwmf/integrated-waste-management-facility>
Video: [Videos of Southwark's Integrated Waste Management Facility](#)
Video: [You Tube video of Veolia's recycling and waste management facilities](#)

This is the first of a series of brief informational memos staff will issue over the coming weeks. The intent is to provide information and resources to Council on specific topics related to Project. Leading up to September, information memos will be provided on: Waste disposal projections, Anaerobic Digestion technology, EPCOR, BioFuels and Digestate beneficial uses.

End of Memo