

Circulation Package



Area D

August 2022



July 29, 2022

Subject Line:

Government of Canada launches engagement towards a plan to transition from open-net pen salmon farming in British Columbia

In order to advance innovation and support the ecological sustainability of the aquaculture sector in British Columbia, Fisheries and Oceans Canada is taking the next step to transition from open-net pen aquaculture in British Columbia coastal waters. The transition will require a strong plan that outlines how to proceed, in a way that greatly minimizes or eliminates risk to wild salmon, while also taking into account social, cultural and economic factors.

To that end, the Minister of Fisheries, Oceans and the Canadian Coast Guard, the Honourable Joyce Murray, today released a Discussion Framework which outlines a proposed vision for open-net pen transition in British Columbia. The Minister also launched the next round of First Nations and stakeholder engagement on the future of the marine finfish aquaculture sector in British Columbia. This will build on previous engagement undertaken by the Department in 2020 and 2021 and takes into account the evolution of aquaculture management in response to emerging science and research.

The proposed Framework and engagement approach will help guide the engagement with the Province, First Nations, industry, conservation organizations, and British Columbians, and take into account diverse views on aquaculture. Over the coming months, Fisheries and Oceans Canada will gather this input through roundtables, bilateral meetings, consultations and online public engagement.

The full announcement can be read here: [Government of Canada launches engagement towards a plan to transition from open-net pen salmon farming in British Columbia - Canada.ca](#). The discussion framework is available here: [The future of salmon aquaculture in British Columbia - Toward an open-net pen transition plan: A framework for discussion | Pacific Region | Fisheries and Oceans Canada \(dfo-mpo.gc.ca\)](#)

Online Public Consultation Survey

Public consultation on the Open-Net Pen Transition Plan will provide an opportunity for British Columbians, including First Nations and the aquaculture industry, to provide their views on the future of aquaculture in British Columbia.

The web consultation survey will be available soon. The survey will be available here: [Consultations and engagement | Pacific Region | Fisheries and Oceans Canada \(dfo-mpo.gc.ca\)](https://consultationsandengagement.pacificregion.dfo-mpo.gc.ca)

Additional Engagement and Consultation Opportunities

An email will be sent out early next week with more detailed information about open-net pen transition plan engagement and consultation opportunities.

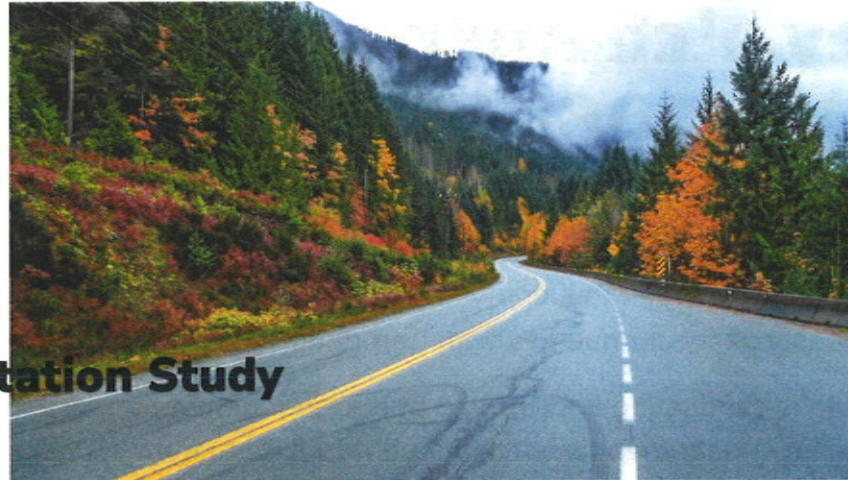
The input and feedback received during these sessions will be instrumental in the development and implementation of the open-net pen transition plan, expected to be finalized in the spring of 2023.

Sincerely,

Brenda McCorquodale
Director

Aquaculture Management Division | Division de la gestion de l'aquaculture
Fisheries and Oceans Canada | Pêches et Océans Canada
Email: AquacultureEngagement.XPAC@dfo-mpo.gc.ca

West Coast Transportation Study



Strathcona Regional District Wants to Hear About Your Transportation Needs

The SRD invites community members to provide input on transportation needs and opportunities through online and paper surveys, available from now until August 31st, 2022. The transportation survey is open to community members within the larger SRD area including First Nations and Electoral Area A but does not include Electoral Area B (Cortes Island), Electoral Area C (Discovery Islands) or the southern part of Electoral Area D (south of Campbell River) in this study.

The survey is part of a larger study initiated by the Strathcona Regional District to identify options for providing public transportation to people living in small or remote communities on the west coast of Vancouver Island. The intent is to determine whether public transportation is feasible for connecting members of these communities to larger regional centres.

Community feedback matters and will help us understand the following:

- **Existing regional travel patterns**
- **Willingness to use a public transportation service**
- **Acceptable round-trip fares**
- **Other ideas** on how to improve transportation options in your community

**** CLICK HERE FOR ONLINE SURVEY ****

(<https://survey.alchemer-ca.com/s3/50152206/West-Coast-Transportation-Study-Survey>)

In mid-2022, WATT Consulting Group was chosen to identify and evaluate options for establishing one or more public transportation services to connect west coast communities with Campbell River.

As part of this study, the project team is conducting widespread public engagement as well as outreach in various communities in the Strathcona Regional District. The engagement is a mix of online, paper, and mailout surveys that will be conducted over a six-week period, starting July 19, 2022 and ending August 31, 2022. In addition to the surveys, WATT will be reaching out to seniors groups, community groups, and regional organizations like VIHA, FNHA, BC Transit, etc. to further understand community transportation needs and assess opportunities for collaboration with respect to transportation.

Based on the feedback received, WATT will then develop options for transportation as well associated service levels (how many days a week service will run and how often) and costs for these options. Costs will take into consideration local climate, topography, and their effect on a transportation service that operates in these conditions.

Paper Surveys are Available at the Following Locations:

Tahsis

- Village of Tahsis Office
- Tahsis Building Supply
- Tahsis Supermarket
- Tahsis Recreation Centre

Ka:'yu:'k't'h/Che:k'tleset'h First Nations

- Kyuquot Post Office
- KCFN Administration Office
- KCFN Health Clinic

Gold River

- Village of Gold River Office
- Village Co-op Board
- Gold River Post Office

Village of Sayward

- Village of Sayward office
- Sayward Valley RV Park
- Sayward Primary Health Centre

FAQs

What is the purpose of the transportation study?

The Regional District is looking to identify options for providing public transportation to residents living in small or remote communities on the west coast of Vancouver Island. The intent is to determine whether public transportation is a feasible alternative for connecting residents of these communities to larger regional centres.

The study area is shown on the map located [HERE \(https://srd.ca/wp-content/uploads/2022/06/transportation-study-map.png\)](https://srd.ca/wp-content/uploads/2022/06/transportation-study-map.png).

How did the study originate?

The various municipal, electoral area and First Nations directors on the Regional District Board reached a decision earlier this year to undertake the study as a way of supporting individual community initiatives that have been exploring this issue for some time.

How will the study be done?

The Regional District has retained the services of WATT Consulting Group in Victoria to identify and evaluate options for the

service. AS part of this process, WAI I developed an engagement plan that will be implemented over the summer. The engagement plan includes surveys and questionnaires, as well as discussions with community representatives and stakeholder groups throughout the study area.

Can interested individuals participate in the study?

Yes, individuals can participate through their community representatives or by completing a survey which will help to inform the Regional District of their perspectives on issues related to public transportation. **Access online survey >** (<https://survey.alchemer-ca.com/s3/50152206/West-Coast-Transportation-Study-Survey>)

When will the study be completed and the results made public?

It is anticipated that the engagement plan will be completed over the summer of 2022 and the results will then be analyzed by WATT Consulting which will develop some transportation service options based on the feedback received. Once the costs and service levels have been fully explored, a report will be presented to the Regional Board in the fall of 2022.

Will the Regional District commit to implementing any of the transportation options identified in the study?

Whether any specific option is to be implemented will depend on a number of factors including cost and practicality. Once the study results have been provided to the Regional Board, decisions will need to be made whether it is feasible to proceed with the implementation of any of the options that have been identified.

Questions or Suggestions?

- Please contact WATT Consulting at WCTS@wattconsultinggroup.com. (<mailto:WCTS@wattconsultinggroup.com>)
- Questions for the Regional District may be directed to administration@srd.ca (<mailto:administration@srd.ca>) or call 1-877-830-2990.

**West Coast Transportation
Study (<https://srd.ca/west->**

About SRD

The Strathcona Regional District (SRD) is the government body providing services to over 44,000 residents within north central Vancouver Island, Discovery Islands and mainland area inlets, representing four electoral areas, a treaty First Nation and five member municipalities.

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(https://www.youtube.com/results?search_query=strathcona+regional+district)

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Contact Us

990 Cedar Street

Campbell River, BC V9W 7Z8

8:30 am - 4:30 pm Monday - Friday



Toward net-zero homes and communities

i **Status:** Request for proposals open until September 7, 2022.

We are looking to fund innovative Projects to support creative energy efficiency initiatives for the Canadian residential sector. Through this new Project funding, you can support our push toward net-zero emissions in the residential sector by 2050 by helping households and communities increase residential energy efficiency, transition away from fossil fuels, push Canada's efforts to reduce residential greenhouse gas (GHG) emissions, and support Canada's "Just Transition".

A unique opportunity

The Toward Net-Zero Homes and Communities program will provide funding to:

- ✓ Support the implementation of original and creative tools and methods to facilitate Canada's "Just Transition" to net-zero residential building emissions by 2050
- ✓ Support initiatives to empower all residents, including professionals and other levels of government, to contribute to Canada's "Just Transition" to net-zero residential building

emissions by 2050

- ✓ Support Indigenous, rural and remote, and under-resourced communities in their efforts to reduce residential GHG emissions

Am I eligible?

Funding is open to:

- legal entities incorporated or registered in Canada (including for-profit and not-for-profit organizations)
- governmental organizations (excluding the Federal government)
- Indigenous communities or governments
- other organizations and community and environmental groups

[Read the applicant guide](#)

[Consult the FAQ](#)

[Download the application form \(PDF, 496 KB\)](#)

Key dates and deadlines

September 7, 2022

Deadline to submit applications to Path 1

September 21, 2022

Path 2 starts accepting applications

November 2, 2022

Anticipated date for selection of Recipients

December 21, 2022

Anticipated Contribution Agreement(s) in place

The program includes 2 pathways for applications:

- Path 1 — All Eligible Applicants must submit their proposals **before** the application deadline.
 - Up to 75% of the total annual program budget is reserved for this path.
- Path 2 — Indigenous organizations may submit their applications **anytime** after **the path opens**. Applications will be evaluated on a first come, first served basis.
 - At least 25% of the program's total annual budget is reserved for this path, including a minimum of 10% of the total annual program budget for First Nations organizations, a minimum of 10% of the total annual program budget for Inuit organizations, and a minimum of 5% of the total annual program budget for Métis organizations.

Explore the Project streams

Eligible activities must contribute to the improved energy efficiency of homes and increased understanding of the housing sector or energy-using products that affect energy consumption.

To be eligible for funding, the Project proposal must be submitted through one of the following categories:

1. Addressing barriers to adoption of energy-efficient technologies

This stream will support original and creative Projects to overcome barriers in the production, marketing and accessibility of technologies that eliminate residential GHG emissions. This may include, but is not limited to, advanced envelop materials, assemblies and best practices, or electric heating and cooling equipment.

2. Capacity building in support of net-zero energy ready codes

This stream will support capacity building Projects that facilitate the adoption and implementation of the National Building Code (NBC) 2020 and the National Energy Code for Buildings (NEBC) 2020, lay the groundwork for adopting upper code tiers, and share knowledge to encourage consistent national interpretation.

3. Facilitating home energy labelling and disclosure to encourage deep energy retrofits

This stream will support Projects that facilitate the labelling of homes and use innovative labelling and disclosure tools and methods to improve the energy efficiency of homes and decrease residential GHG emissions.

To help you navigate the program streams, join us for stream specific information sessions. These sessions are designed to give Applicants the opportunity to ask questions directly to the program designers.

- **August 10th, 1PM EST**: Webinar stream 1 - Addressing barriers to adoption of energy-efficient technologies

- **August 11th, 1PM EST**: Webinar stream 2 - Capacity building in support of net-zero energy ready codes
- **August 12th, 1PM EST**: Webinar stream 3 - Facilitating home energy labelling and disclosure to encourage deep energy retrofits

Submit your Project proposal

Your Project proposal must include:

1. your completed Application Form
2. proof of eligibility
3. letters of support from partners, community leadership or appropriate authorities
4. if applicable, supporting documentation such as blueprints, technical specifications for equipment, photos, etc.

[Submit my Project proposal](#)

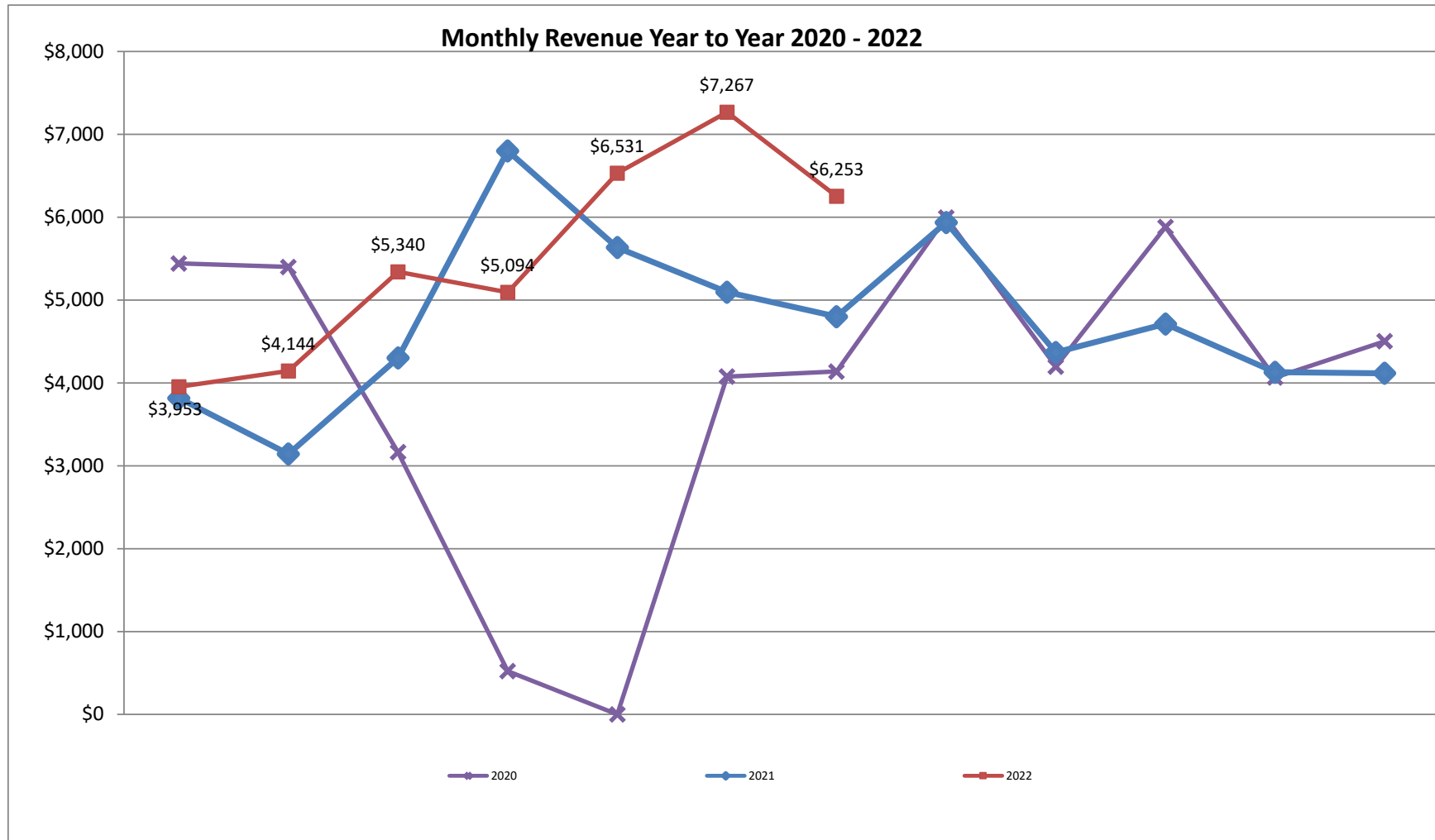
The request for proposals is open until September 7, 11:59 PM PST.

- ▶ Service standards

Contact us

Average Monthly Revenue

	2020	2021	2022	
July	\$4,138	\$4,800	\$6,253	
Annual	\$47,386	\$56,853	\$66,142	<i>Projected</i>
Change	-29.0%	20.0%	16.3%	<i>Projected</i>



Mount Waddington Transit Revenue Trends 2022

Revenue Source	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date	Projected
Farebox	\$1,767	\$1,566	\$2,127	\$1,615	\$2,110	\$2,512	\$2,526		\$0	\$0	\$0	\$0	\$14,224	\$24,383.40
Ticket Sales	\$126	\$63	\$788	\$872	\$1,313	\$2,258	\$1,313		\$0	\$0	\$0	\$0	\$6,731	\$11,538.00
Pass Sales	\$480	\$935	\$846	\$1,028	\$1,528	\$918	\$835	\$0	\$0	\$0	\$0	\$0	\$6,568	\$11,259.43
BC Bus Passes	\$1,580	\$1,580	\$1,580	\$1,580	\$1,580	\$1,580	\$1,580	\$0	\$0	\$0	\$0	\$0	\$11,061	\$18,960.96
Total	\$3,953	\$4,144	\$5,340	\$5,094	\$6,531	\$7,267	\$6,253	\$0	\$0	\$0	\$0	\$0	\$38,583	\$66,141.79

*estimate/average

Projected: 16.3%

2021

Revenue Source	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date
Farebox	\$1,934	\$1,386	\$1,706	\$2,276	\$1,838	\$2,235	\$2,542	\$2,366	\$2,201	\$2,237	\$1,934	\$2,063	\$24,718
Ticket Sales	-\$126	\$0	\$126	\$2,426	\$1,764	\$672	\$525	\$1,575	\$0	\$0	\$0	\$0	\$6,962
Pass Sales	\$886	\$731	\$1,283	\$887	\$846	\$975	\$465	\$809	\$694	\$1,001	\$929	\$788	\$10,290
BC Bus Passes	\$1,124	\$1,025	\$1,186	\$1,213	\$1,186	\$1,213	\$1,268	\$1,187	\$1,474	\$1,474	\$1,267	\$1,267	\$14,884
Total	\$3,818	\$3,142	\$4,301	\$6,801	\$5,634	\$5,095	\$4,800	\$5,936	\$4,369	\$4,712	\$4,129	\$4,117	\$56,853

*estimate/average

20.0%

2020

Revenue Source	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year to Date
Farebox	\$2,681	\$2,372	\$1,296	\$281	\$0	\$2,169	\$2,426	\$1,734	\$1,725	\$1,940	\$1,648	\$1,678	\$19,951
Ticket Sales	\$1,008	\$819	\$0	\$0	\$0	\$84	\$0	\$2,184	\$0	\$1,418	\$0	\$903	\$6,416
Pass Sales	\$538	\$940	\$470	\$240	\$0	\$397	\$496	\$475	\$1,074	\$1,153	\$991	\$464	\$7,235
BC Bus Passes	\$1,216	\$1,268	\$1,399	\$0	\$0	\$1,427	\$1,216	\$1,603	\$1,399	\$1,372	\$1,426	\$1,459	\$13,785
Total	\$5,442	\$5,399	\$3,165	\$521	\$0	\$4,077	\$4,138	\$5,995	\$4,198	\$5,882	\$4,065	\$4,504	\$47,386

*estimate/average

Cash and passes were sold in March, but returned after cutoff date for March Reports

-29.0%

No collection of fares (COVID-19) from March 21 - May 31

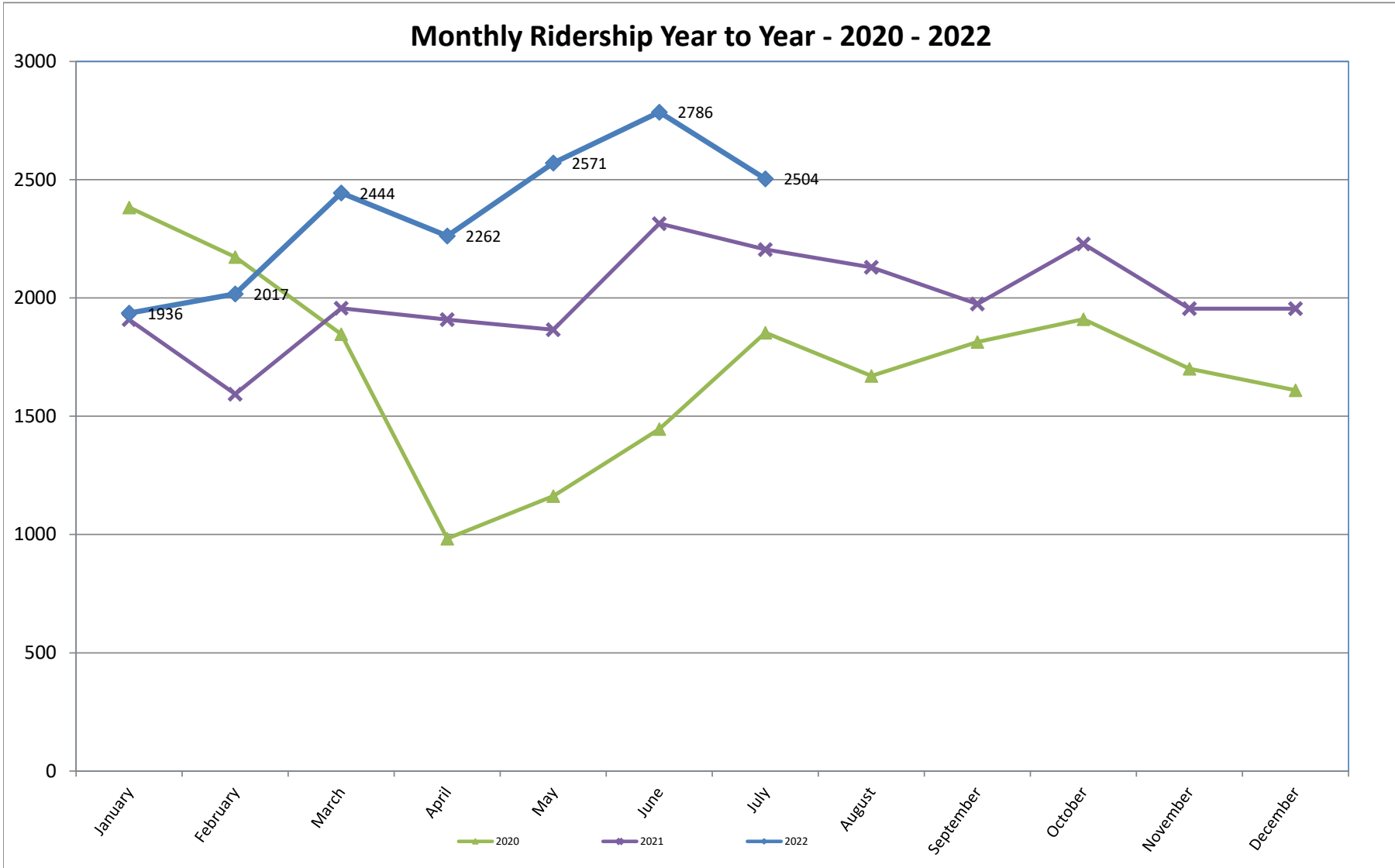
2019

Revenue Source	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Farebox	\$3,017	\$2,814	\$2,922	\$3,154	\$3,115	\$2,841	\$3,385	\$3,027	\$2,456	\$2,866	\$2,827	\$2,577	\$35,002
Ticket Sales	\$32	\$1,780	\$84	\$432	\$2,879	\$189	\$262	\$52	\$53	\$63	\$126	\$568	\$6,518
Pass Sales	\$746	\$1,142	\$1,054	\$976	\$538	\$913	\$834	\$674	\$417	\$736	\$532	\$866	\$9,426
BC Bus Passes	\$1,083	\$1,186	\$1,265	\$1,265	\$1,369	\$1,370	\$1,344	\$1,345	\$1,345	\$1,397	\$1,448	\$1,424	\$15,840
Total	\$4,878	\$6,922	\$5,324	\$5,826	\$7,900	\$5,313	\$5,825	\$5,097	\$4,270	\$5,062	\$4,933	\$5,435	\$66,786

-6.0%

Average Passengers per Month:

	2020	2021	2022
July	1853	2205	2504
Annual	20554	23999	28320 <i>Projected</i>
Change	-26%	17%	18% <i>Projected</i>



Mount Waddington Transit Ridership Trends

2022	January	February	March	April	May	June	July	August	September	October	November	December	2022 Total	Projected 2022 Total
Route 1 to Port McNeill	375	384	497	441	487	550	506						3240	5554
Route 1 Saturdays	0	0	0	10	9	9	8						36	62
Route 2 to Port Hardy	500	515	587	578	663	634	467						3944	6761
Route 2 Saturdays	0	0	0	9	5	15	11						40	69
Route 4-Ft Rupert	350	342	439	401	485	526	468						3011	5162
Route 4-Airport Extension	3	11	11	12	17	20	9						83	142
Route 5-Coal Harbour/Quatsino	351	404	539	395	470	565	543						3267	5601
Route 5-Coal Harbour Saturdays	13	18	27	20	39	27	30						174	298
Route 6-Woss/Mount Cain	16	14	18	-	-	-	-						48	82
Route 11-PH Local	160	181	192	244	268	281	249						1575	2700
Route 12-PM Local	168	148	132	150	127	157	204						1086	1862
HandyDART-PH	0	0	2	0	0	0	1						3	5
HandyDART-PM	0	0	0	2	1	2	8						13	22
2022 Monthly Total	1936	2017	2444	2262	2571	2786	2504	0	0	0	0	0	16520	28320

2021	January	February	March	April	May	June	July	August	September	October	November	December	2021 Total
Route 1 to Port McNeill	364	326	418	416	344	432	425	380	375	470	386	400	4736
Route 1 Saturdays	0	0	0	7	2	20	17	1	8	12	12	0	79
Route 2 to Port Hardy	500	388	483	531	497	629	443	426	527	654	543	470	6091
Route 2 Saturdays	0	0	0	6	14	12	21	22	6	15	6	0	102
Route 4-Ft Rupert	245	252	301	327	316	440	418	401	298	312	354	342	4006
Route 4-Airport Extension	0	0	2	6	9	4	28	19	3	6	1	3	81
Route 5-Coal Harbour/Quatsino	408	267	346	291	367	442	508	563	436	429	310	392	4759
Route 5-Coal Harbour Saturdays	44	17	31	6	47	21	36	41	21	35	29	27	355
Route 6-Woss/Mount Cain	23	24	19	-	-	-	-	-	-	0	-	22	88
Route 11-PH Local	183	200	210	211	172	205	169	142	180	165	165	162	2164
Route 12-PM Local	139	117	144	108	98	110	139	133	115	127	146	133	1509
HandyDART-PH	1	1	2	0	0	0	1	1	1	0	0	0	7
HandyDART-PM	2	2	1	0	0	0	0	1	5	4	3	4	22
2021 Monthly Total	1909	1594	1957	1909	1866	2315	2205	2130	1975	2229	1955	1955	23999

2020	January	February	March	April	May	June	July	August	September	October	November	December	2020 Total
Route 1 to Port McNeill	486	421	400	171	212	273	305	296	365	385	301	287	3902
Route 1 Saturdays	0	0	0	7	8	17	8	20	10	13	7	0	90
Route 2 to Port Hardy	519	425	342	135	190	230	325	265	333	398	370	308	3840
Route 2 Saturdays	0	0	0	5	7	4	15	25	14	12	12	0	94
Route 4-Ft Rupert	368	361	299	218	253	310	400	323	284	295	252	267	3630
Route 4-Airport Extension	7	8	4	0	0	0	0	4	0	0	3	1	27
Route 5-Coal Harbour/Quatsino	515	484	440	244	261	386	488	446	444	462	402	425	4997
Route 5-Coal Harbour Saturdays	34	38	25	24	35	24	51	38	54	48	18	24	413
Route 6-Woss/Mount Cain	42	59	32	-	-	-	-	-	-	0	-	13	146
Route 11-PH Local	186	181	144	50	87	85	129	132	153	163	189	161	1660
Route 12-PM Local	211	178	151	129	106	117	132	122	155	134	147	123	1705
HandyDART-PH	4	10	6	0	4	0	0	0	1	0	0	1	26
HandyDART-PM	11	8	4	0	0	0	0	0	1	0	0	0	24
2020 Monthly Total	2383	2173	1847	983	1163	1446	1853	1671	1814	1910	1701	1610	20554

2022 Volunteer Transportation Network/HandyDart Trip Summary

Month	Total Trips	Total Clients	Lift Van	Community - Trips (T) /Clients (C)														Int w/ Transit	HandyDART				Int w/ VTN	
				Port Hardy		Port McNeill		Alert Bay		Malcolm Island		Woss		Fort Rupert		Port Alice			Port Hardy		Port McNeill			
				T	C	T	C	T	C	T	C	T	C	T	C	T	C		AM	PM	AM	PM		
January	30	72	4	2	2	16	35	0	0	1	1	3	26	0	0	8	8	0	0	0	0	0	0	1
February	26	64	5	0	0	11	23	0	0	0	0	5	31	0	0	10	10	0	0	0	0	0	0	0
March	34	79	4	2	2	14	26	0	0	0	0	5	38	0	0	13	13	0	0	2	0	0	0	0
April	32	89	5	1	1	13	29	0	0	0	0	6	47	0	0	12	12	0	0	0	2	0	0	0
May	35	155	5	1	1	17	39	0	0	0	0	8	106	0	0	7	7	0	0	0	1	0	0	0
June	21	61	6	0	0	14	30	0	0	0	0	4	27	0	0	3	4	0	0	0	2	0	0	0
July	32	120	1	1	1	18	65	0	0	0	0	2	36	0	0	11	18	0	1	0	6	2	0	0
August	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
September	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
October	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
November	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	210	640	30	7	7	103	247	0	0	1	1	33	311	0	0	64	72	0	1	2	11	2	1	
Riders/trip		3.0		1.0		2.4		0		1.0		9.4		0		1.1		0.0						
Projected	360	1097	51	12	12	177	423	0	0	2	2	57	533	0	0	110	123	0	2	3	19	3	2	
Change	16%	50%	66%	-50%	-50%	28%	79%	-100%	-100%	-43%	-71%	-27%	35%	-100%	-100%	66%	87%	-100%	0	-31%	11%	243%	0	

7-MILE LANDFILL MONTHLY TONNAGE SUMMARY FOR July 2022

	MONTH	PROJECTIONS NOT SEASONALLY ADJUSTED					
	7	July 1 to July 30 (2022)	2022 UP TO July 30, 2022	PRO-RATED ANNUAL PROJECTION	BUDGET ANNUAL PROJECTION	VARIANCE	% WASTE STREAM
MATERIALS MANAGED IN THE LANDFILL AREA - TONNES							
LANDFILL		635.00	4547.55	7796	7000	11.4%	63%
GENERAL REFUSE FROM BELLA BELLA		34.96	269.66	462	464	-0.4%	4%
GENERAL REFUSE FROM KLEMTU		11.76	63.28	108	136	-20.2%	1%
GENERAL REFUSE FROM WUIKINUXV		1.26	1.26	2			
OTHER MATERIAL LANDFILLED FROM OUTSIDE OF RDMW		0.00	0.00	0	100		0%
FEE EXEMPT PUBLIC CLEANUP (<i>NOT ACCOUNTED IN LANDFILL TONNAGE</i>)		<u>2.49</u>	<u>10.50</u>	<u>17.99</u>	100	-82.0%	0%
VOLUME BASED LOADS CONVERTED TO TONNES		0.00	8.01	14			
TOTAL AMOUNT SENT TO ACTIVE LANDFILL FACE		685.47	4892.25	8386.71	7800.00		
RECYCLABLES AND STEWARDSHIP MATERIALS DIVERTED AT LANDFILL FACE		0.00	0.00	0	50	-100.0%	0%
WOODWASTE DIVERTED AT LANDFILL FACE		1.22	12.56	22	200	-89.2%	0%
METAL DIVERTED AT LANDFILL FACE		3.10	12.87	22	50	-55.9%	0%
OTHER MATERIALS DIVERTED AT LANDFILL		<u>0.00</u>	<u>0.00</u>	<u>0</u>	<u>200</u>	-100.0%	0%
TOTAL AMOUNT OF MATERIAL DIVERTED AT THE ACTIVE LANDFILL FACE		4.32	25.43	43.59	500.00	-91.3%	
TOTAL AMOUNT ACTUALLY LANDFILLED		681.15	4866.82	8343.11	7300.00	14.3%	
MATERIALS DIVERTED FROM THE LANDFILL - TONNES							
TOTAL AMOUNT OF MATERIAL DIVERTED AT THE ACTIVE LANDFILL FACE		4.32	25.43	44	500	-91.3%	0%
OUTBOUND METAL		0.00	332.61	570	150	280.1%	5%
SALVAGED MATERIALS		0.18	29.75	51	5	920.0%	0%
CREOSOTE LOGS		0.00	0.00	0	5	-100.0%	0%
PAPER/WAX CARDBOARD - COMPOSTABLE		0.00	0.00	0	250	-100.0%	0%
WOODWASTE FOR CHIPPING AT \$31/TONNE		179.84	720.27	1235	500	146.9%	10%
COMPOSTABLE MATERIALS		127.44	972.69	1667	1100	51.6%	14%
FINE GARDEN WASTE (NO CHARGE)		0.00	4.78	8	100	-91.8%	0%
RECYCLED MATERIALS		4.86	71.03	122	700	-82.6%	1%
ASPHALT SHINGLES		35.44	153.34	263	75	250.5%	2%
ASBESTOS TO ASBESTOS DISPOSAL AREA		0.00	4.46	8	100	-92.4%	0%
MMBC MATERIAL		<u>0.00</u>	<u>0.00</u>	<u>0</u>	<u>300</u>	<u>-100.0%</u>	<u>0%</u>
TOTAL DIVERTED		316.64	2314.36	3967.47	3785.00	4.8%	32%
TOTAL TONNAGE MANAGED AT 7 MILE LANDFILL		997.79	7181.17	12310.58	11085.00	32.6%	