

## Funding Waste Recycling

The Environment Panel presents a report to the States today following a review of the revenue funding for waste recycling services in the Island.

The Panel has been examining how the Transport and Technical Services will spend £500,000 in additional funding if the States approve the introduction of a Vehicle Emissions Duty (VED) in next week's Budget.

Recent years have seen a rapid growth in recycling opportunities in the island. The Department's programme of operations has been reaching out to the population with various schemes including the expansion of Bring Banks which now exist in every parish, and the introduction of kerbside collection schemes, albeit in a limited number of parishes for the time being. Annual targets set in the Solid Waste Strategy have been met and a new target to recycle 36% of all waste by 2018 has been set.

Transport and Technical Services, however, have made it clear in successive Business Plan statements that the current funding for waste recycling was a serious problem and that without additional financial resources some existing initiatives might have to be curtailed.

Deputy Phil Rondel, Chairman of the Panel, commented: *'The Panel applauds the Department for their success in raising recycling levels in recent years on limited funding. However, we have two major concerns. We are astonished at the high cost of subsidising the recycling of green waste, paper and card. Secondly, we are worried about the Department's difficulties in funding appropriate treatment of Waste Electrical and Electronic Equipment, fridges and end of life vehicles all of which contain toxic elements which should be separated out. We believe that Transport and Technical Services should focus their activities on bringing the treatment of hazardous waste materials up to modern standards even if this means halting or slowing down further expansion of other recycling initiatives.'*

The Panel's review revealed that Jersey does not fully comply with the latest EU Directives on the disposal of Waste Electrical and Electronic Equipment (WEEE), CFCs (contained in fridges) and End of Life Vehicles. The current dismantling of scrapped cars for example includes the removal of hazardous components such as sump oil and gearbox oil at 3 or 4 points whereas the EU Directive requires 14 or 15 points of removal including the air conditioning systems. The burning and shredding of components without proper segregation of harmful elements contributes significantly to both emissions to air from the Energy from Waste plant and to the toxic residues in waste ash from the plant which prevents its recycling as aggregates.

Meanwhile the transportation of paper and card off-island to recycling centres in the UK incurs high levels of subsidy payments due to the low market prices for these products. The Panel recommends that further investment in activities which will increase the volumes of paper and cardboard for recycling should be deferred for the time being so that the Department's resources can be prioritised on upgrading its treatment of hazardous materials.

The processing of green waste into compost is another highly expensive operation which involves payments to farmers for accepting the spreading of the compost product onto agricultural land. The Panel supports a comprehensive review of all aspects of current operations for green waste recycling. The Panel suggests that this review should include consideration of user pays charges for the public reception of green waste and the phased reduction of payments to farmers for accepting agricompost. Instead agreement to take the product could be linked to grants paid to farmers under the Rural Economy Strategy.