



# GOOD PRACTICES

## A NETWORK OF MOBILE CIVIC AMENITY SITES

April 2014





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## 1. GENERAL INFORMATION ON THE GOOD PRACTICE (GP)

### 1.1 General information

Region	Ile-de-France
Country	France
Short name of the good practice	Network of mobile civic amenity sites
Geographical level of implementation (country, region, municipality...)	Intercommunal group
Target group	Household
Date of implementation/duration	2008 – ongoing
Waste stream (and subcategory)	Mixed bulky waste Textiles Green waste WEEE Wood
Legal framework	-
Main local instruments involved	Mobile civic amenity site
Scale (pilot/partially roll out /roll out)	Roll out



Initiator/coordinator	SYELOM – Hauts-de-Seine Syndicate for the treatment of household waste
<b>Demography</b>	
Population	1 327 900 inhabitants
Number of households	590 204
Area (km <sup>2</sup> )	136
Population density (number of inhabitants/km <sup>2</sup> )	9 956
<b>General waste data (Not necessarily related to the GP but to give some background information. Data about the GP should be included under 3.1)</b>	
Year of the following waste data	2012
Sum of all waste streams excl. residual & bulky waste (kg/inhabitant/year) (Use indicator 1 or 2 from the R4R Online Tool)	60.0
Residual waste (including sorting residues) (kg/inhabitant/year) (Use indicator 8 or 9 from the R4R Online Tool)	345.5
Total waste (add up the previous two)	405.5
Sum of all waste streams excl. residual & bulky waste to DREC (kg/inhabitant/year) (Use indicator 3 of the R4R Online Tool)	59.7



## 1.2 Context

The SYELOM is a Syndicate bringing together 30 municipalities located in the west part of the dense, central area of Ile-de-France Region. Its main missions are to manage the treatment of municipal waste from these 30 municipalities. However, the Syndicate has delegated both the incineration of residual waste and the sorting of mixed recyclable to the SYCTOM, another Syndicate that treats the waste for all the dense central area of Ile-de-France. SYELOM's main operational mission is the organisation of bulky waste collection through a network of civic amenity sites.

Bulky waste represents an important and a very visible fraction of municipal waste. In dense areas, the collection is often made on kerbside, meaning that bulky waste has to be put on the kerbside by inhabitants before collection days (generally once a week to once a month). However, this type of collection generally entail illegal dumping as some citizens lay down their bulky waste without taking the collection days into account. In addition, other inconveniences were noted: scavengers sometimes made collection more complicated, and the fact the collection was made using compactors prevented from properly recycling its content.

The implementation of a mobile civic amenity sites network has been launched in 2008. Back then most of bulky waste were collected via door-to-door systems set up by municipalities and sent to bulky waste sorting centres, where a small part (around 20%) was recovered while the main part was sent to disposal. Several traditional civic amenity sites were available and managed by local authorities, while the SYELOM managed only one civic amenity site (It manages now 4 sites). The lack of available space made it difficult to implement an effective network of sites, forcing most local authorities to rely on door-to-door collection schemes.





### 1.3 Short description

This good practice focuses on the implementation of a network of mobile civic amenity sites for the municipalities wishing to offer this service to its population. This service, called “my mobile civic amenity site” (“ma déchèterie mobile”) consists in the temporary installation of collection spaces on the public space (from 1.00 pm till 6 pm in summer time and till 5.00 in winter time). The location of the mobile CAS is fixed and the frequency of opening is decided with the local authorities and goes from once to seven times a month.

Several fractions can be sorted out by citizens:

- Cardboard;
- Ferrous and non-ferrous metals;
- Mixed bulky waste such as furnitures;
- Gardening waste;
- Construction and demolition waste;
- WEEEs;
- Textiles;
- Wood.



The service is provided for free to the population living in the concerned municipalities, as well as to technical services of the municipality upon request; commercial waste are strictly forbidden. Further limitations will be given in the second part of this factsheet.

### 1.4 Objective

The main objective of this good practice is to provide an alternative to the lack of civic amenity sites on the territory, i.e. to limit kerbside collection of bulky waste and illegal dumping. Several objectives are targeted:

- The increase of recovery and recycling;
- A better service for citizens;
- An increased awareness of the population regarding selective collection and its positive impact on both environment and economy

This service is flexible and simple and provides a solution to the objectives set by the regulation and the regional waste management plan on illegal dumping and recycling.



## 1.5 Method used to identify the good practice

This good practice was chosen by analysing the **evolution** of bulky waste quantities sent to recycling. It brings an innovative solution of separation at the source for bulky waste in an area where the implementation of civic amenity sites is extremely challenging.

## 1.6 External factors

This good practice was enforced to overcome challenges linked with **high density** areas. The lack of available spaces to implement traditional civic amenity sites has driven the SYELOM to look for innovative way for dealing with bulky waste. The system is also suitable for population that has a limited access to personal vehicles, preventing them from using traditional civic amenity sites.

# 2. IMPLEMENTATION

## 2.1 Preparation phase

One of the main challenge for the implementation of civic amenity site was the lack of available space to implement them. To overcome this difficulty, the SYELOM launched a competitive call for proposals to which the company SITA proposed an innovative system of mobile civic amenity sites. The principle is to make available several spaces for a limited period of time on a public space (townhall square, market places...) where citizens can bring and sort out their bulky waste.

The roll out implementation started in June 2008, reaching 28 sites serving 17 municipalities.

The rules of mobile CAS are exposed in a decree signed by SYELOM's president which details the following elements: location, days of opening and opening hours, list of accepted and forbidden waste, and other rules of parking and circulation on the site.

The choice of location and opening days is made in concertation with the municipality. The municipality is also in charge of informing the population and promoting the system towards the population.



## 2.2 Technical implementation

In 2012, the networks consists of 6 sets of mobile CAS that are used on 30 different locations on the territories. These sets of collection points are dispatched among the different locations according to opening days, using collection and traditional trucks.

It takes less than 1 hour to set up and to dismantle the mobile CAS. Elected

representatives from the municipalities did not wish to have the installation of containers, therefore another system was adopted: collection spaces are created by installing canvas cover on the ground and safety barriers to mark them out, which makes it easier for citizens to dispose of their waste. Other equipments are also used, such as big bags for C&D waste and wire-mesh crates for WEEEs. After closing, the different fractions are loaded in different trucks and sent to appropriate treatment facilities: composting plants for gardening waste, dismantlement units for WEEEs and dedicated sorting centres for the other fractions.

Limitations are imposed on users regarding the access of the CAS and the quantities that can be brought. To access the site, inhabitants must provide an identity card and proof of address. Only personal vehicle (possibly with trailers) are accepted, as well as utility vehicles with a full loaded weight below 3.5 tonnes. The composition of the waste brought must be checked by one of the CAS officer who then points out the right equipments to be used. A maximum volume of 2 m<sup>3</sup> can be brought per vehicle and per day.

One agent is managing the site during its opening hours. He is in charge of the installation and dismantlement of the site, ensures its tidiness, informs users and checks that the rules are respected. For users that are located next to the CAS but have no access to a personal vehicle, two-wheeled trolleys are made available. The number of visits is recorded for monitoring purpose.



In 2012, the SYELOM and the municipality of Clichy-la-Garenne have opened for the first time a fluvial mobile CAS, whose concept was developed by SITA. Around 200 inhabitants have brought about 53 tonnes of waste during 4 days (2 weekends in May 2012). A dedicated barge is provided by the contractor while collection spaces are put on the quay. After the closing of the CAS, waste are loaded on the barge and directly sent to a sorting centre by the river, avoiding the use of about 16 collection trucks. The output of the sorting centres are also sent to recycling units using the river.

### 2.3 Communicative implementation

Mobile CAS are considered as an important element of communication for the SYELOM allowing to introduce or reinforce separation at the source and waste sorting as a positive habit for citizens.

To promote the system, a communication kit has been drafted by the SYELOM with the assistance of SITA and made available for municipalities. This kit includes posters and brochures explaining the principle and concrete information (what waste can be brought, opening hours...). Most of the communication to inform the inhabitants about the service and its working is then carried out by the municipalities via their website, mailing and information in municipal newspapers.

For the users of the mobile CAS, other communication materials were designed, displaying various information on how the sorting has to be done, where the materials are sent and the positive impact of the mobile CAS. The communication materials in use are posters placed on the different collection spaces explaining what waste fractions





can be put, banners welcoming users and an exhibition composed of a set of banners explaining the outcomes of the various waste fractions sorted on the site.

## 2.4 Organisations

While the SYELOM has managed the implementation of the good practice, other actors have taken part in its technical operation and its promotion:

- SITA is a private waste management company that has designed and proposed the concept of both the mobile CAS and its fluvial version. SITA handles the operation of the system and has assisted the SYELOM for designing the communication materials.
- Municipalities and local authorities in charge of waste collection are involved in the choice of both location and opening days. Municipalities are also in charge of promoting the system toward inhabitants.

## 2.5 Key success factors

The key element of this strategy is to promote the system towards inhabitants so that they use it instead of the traditional door-to-door system. Therefore, two main instruments are of high importance:

- Communication materials: clear and adapted communication materials have been produced to sum up the main information regarding the mobile civic amenity sites, with both practical information and benefits of the system;
- Coordination with local authorities: communication material are provided to local authorities and municipalities so that they can promote the system using their traditional communication methods (municipal bulletins, dedicated brochures...).

Other elements have a major importance, such as communication on the site and the quality of the service. This includes the design of the site, the presence of a waste officer to help users and other additional services such as the possibility to borrow two-wheeled trolleys.

## 2.6 Resources

This system did not require a specific investment.

Over the past few years, the running cost per ton varies around 300 €/tonne. The running cost of traditional civic amenity site is lower, and assessed to about 75 €/tonne.

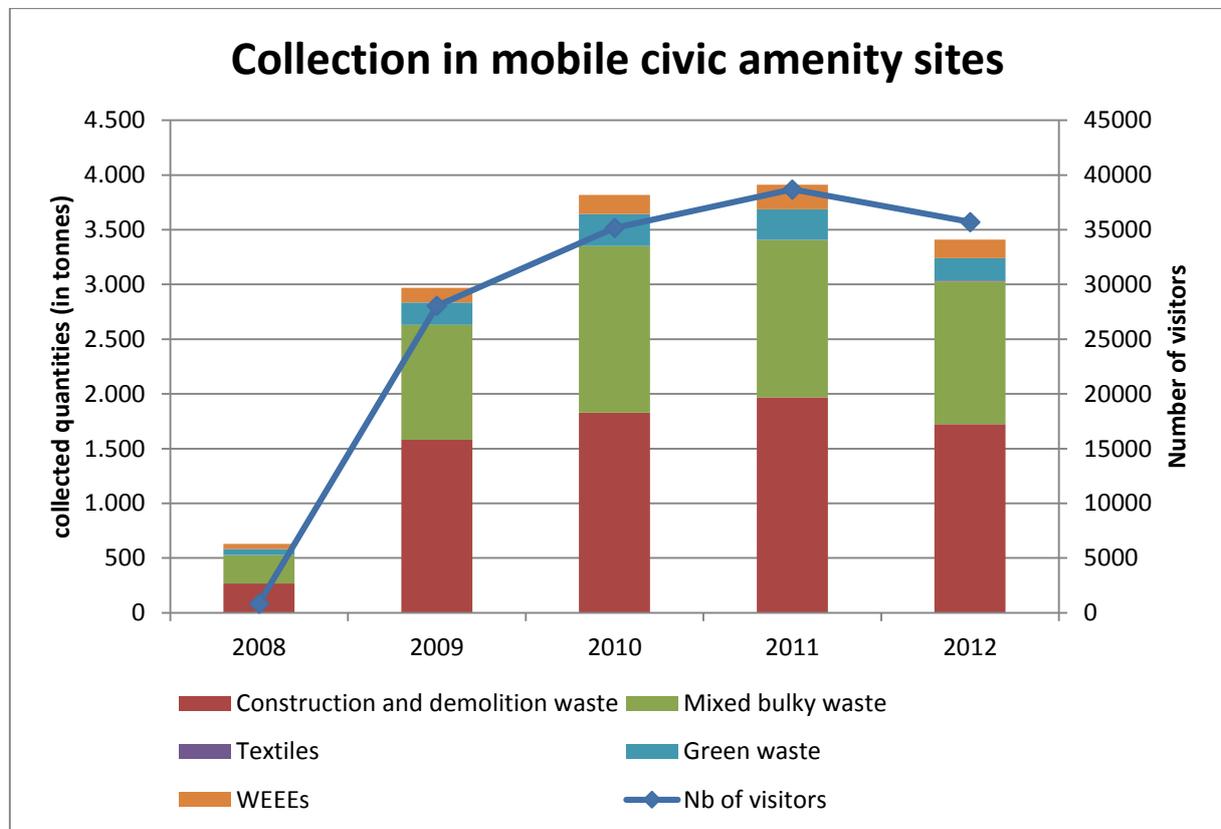


The system is mainly funded through a contribution from local authorities and municipalities being part of the SYELOM, which covers about 90% of the running costs, with a price of 1 100 € (excl. taxes) per individual installation. The contribution amounts to 1.8€ per inhabitant and funds both the mobile and traditional civic amenity sites. Other incomes help funding the system, such as sales of materials and subsidies from the accredited bodies in charge of the EPR scheme for WEEEs.

### 3. RESULTS

#### 3.1 Monitoring of the progress of the GP

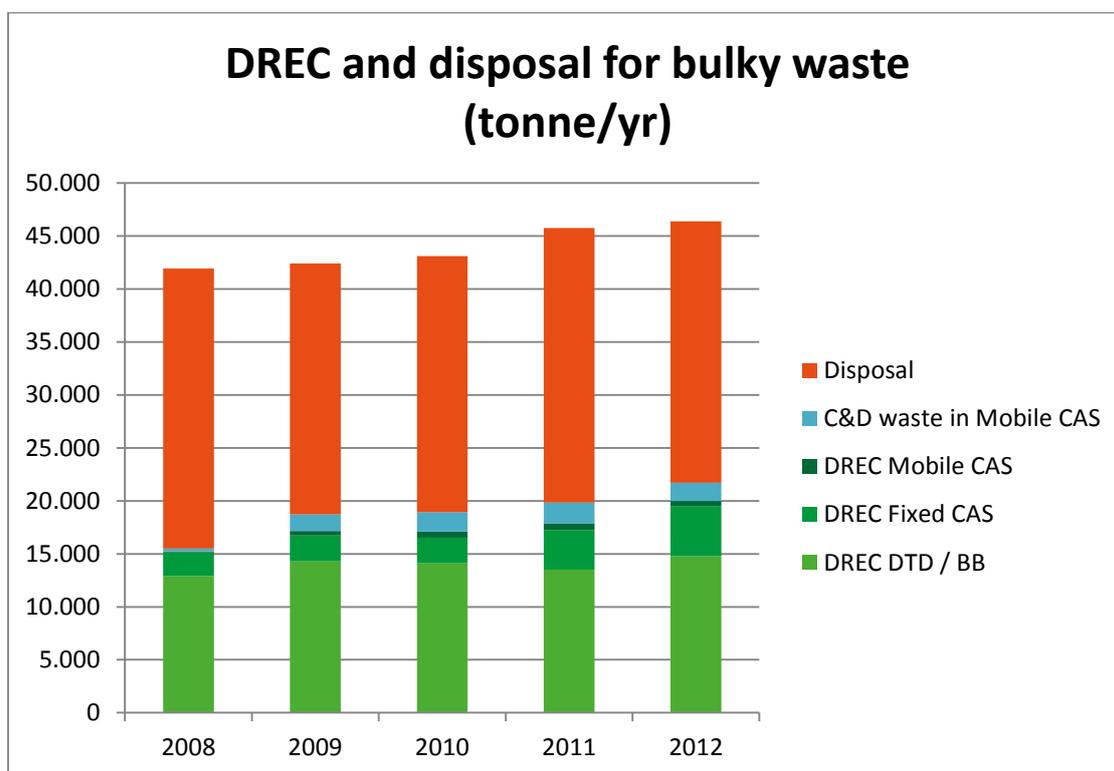
The implementation of mobile civic amenity sites has been quick and has know an important success from the population, as shown on the following graph:





The number of visitors has been increasing very quickly during the first 3 years of the implementation, leading to an increase of collected quantities. The two main fractions collected are construction and demolition waste and mixed bulky waste; indeed, the limited space allocated limits the number of fractions that can be sorted out. However, mixed bulky waste are then sent to sorting centres where part of them is recovered. A decrease can be seen in 2012, that can be explained by a decrease of installations of the dispositive. In 2012, the quantities collected via door-to-door also decreased while the quantities in traditional civic amenity sites have increased due to the implementation of a new unit in mid 2011.

The contribution of mobile civic amenity sites to recycling of bulky waste is presented in the graph below:



While the quantities sent to DREC via the traditional door-to-door system appear to be stable over time, quantities of bulky waste sorted and sent to DREC are increasing in both fixed and mobile civic amenity sites. Construction and demolition wastes are not supposed to be included in the DREC calculation, however the quantities collected via mobile CAS are presented as they represent a large



part of the waste brought. The relatively low quantities collected through mobile CAS in comparison with fixed CAS has to be analysed by comparing the number of visitors in 2012 (about 79 000 in fixed civic amenity sites and about 35 000 in mobile CAS). The average quantity brought per visit is also lower for mobile CAS: 95 kg/visit vs. about 230 kg/visit for traditional CAS. The average number of visitors per installation varies between 10 and 175 depending on the location, with an average of around 35 visitors per installation.

Mobile civic amenity sites propose an alternative to inhabitants that have only access to door-to-door collection schemes, either because they are located too far away from a traditional civic amenity site or because they have no personal vehicle. Therefore, it is interesting to compare the recovery rate of both systems. When taking into account construction and demolition waste, the DREC rate of door to door collection is around 35%, versus 65% for mobile civic amenity sites.

### 3.2 Other results

Besides the better management of waste and the increase of recycled quantities, other positive outcomes can be noted.

The system allows some savings linked with the reduction of kerbside collection for mixed bulky waste, the reduction of illegal dumpings and the reduction of bulky waste sent to landfills and sorting centres.

A very positive feedback from users has been received. The system is well received as a proximity service and seems to answer a demand from inhabitants.

## 4. LESSONS LEARNED

### 4.1 Negative effects

The system works well and seems to satisfy the local needs. The use of the system has increased quickly in the first years of its implementation.

### 4.2 Challenges

Optimising the frequency of openings with the actual use of the system is one of the main challenge to limit the financial weight of the system. The system of mobile civic amenity site is attractive to users



and has received very positive feedbacks yet its cost is relatively high. Therefore, optimising the number of visitors with the number of installations is seen as the main challenge for the years to come.

To overcome this difficulty, optimisation studies were launched for sites with a number of visits below 20 people. Studies were about modification of location, agenda, frequency or opening hours. Sites that could not be optimised were removed in 2014.

The other challenge is the small number of fractions sorted in mobile civic amenity sites; more than 35% of the collected quantities are mixed bulky waste which are then sent to bulky waste sorting centres.

One of the possible evolutions is the creation of a new EPR scheme for furniture, which leads to the separation of furniture and mattresses in civic amenity sites. Pilot tests have been performed in 2013 in mobile civic amenity sites in order to determine suitable equipment for the collection of this fraction, which should then be sent to sorting centres where, among other, wood and mattresses will be sorted out.

## 5. PICTURES AND OTHER DOCUMENTATION

Please add pictures and other documentation (drawings, logos, advertisements...) about the good practice.



## 6. FURTHER INFORMATION

Organisation	ORDIF
Address	Cité Régionale de l'Environnement 90 avenue du Général Leclerc 93500 Pantin
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Phone	+33 1 83 65 40 64
E-mail address	jb.bel@ordif.com
Website	www.ordif.com



## 7. OTHER REGIONS WITH SIMILAR GOOD PRACTICES

The following partners of the R4R-project have a good practice similar to the good practice described in this factsheet:

Organisation	Amsa SpA
Address	Via Olgettina 25, 20132 Milano
Region	Simone Orsi
Country	+39 02 27298234
Contact person:	simone.orsi@amsa.it
Phone	www.amsa.it
E-mail address	Amsa SpA
Website	Via Olgettina 25, 20132 Milano
Short description of the main differences.	Milan has only 5 Civic amenity sites for the whole city, so a mobile CAS, touring different places within the city, will serve more people, especially older people or younger people who don't have a car. The Mobile CAS travels around the city in 19 different places in Milan and also a few surrounding towns to collect small WEEEs (R3, R4, R5) and vegetable oils, toner, print cartridges, and hazardous spray containers. People are given a personal ID card to bring their waste and quantities and types of waste are registered for evaluation purposes. The Mobile CAS is also very useful for information campaigns on materials recycling (glass, paper, plastics, metals, organic, etc) and on new services, giving away leaflets and goodies.

# REGIONS FOR RECYCLING

