

Net cost impacts were calculated using two methods.

LOW END

The low-end scenario calculates the total volume of materials shifted out of both the garbage and recycling stream and derives a total cost savings through avoided collection costs (primarily vehicle fleet costs), based on data from a similar, previous study.³⁴

HIGH END

The high-end scenario assumes that a lower volume of collected material will result in collection and support cost reductions of a similar magnitude, based on municipal budget data. This estimate assumes that some fleet, support staff, and many other sanitation costs can be reduced when material is shifted out of curbside collection and into the DRS.

In calculating these numbers, Reloop has made every effort to avoid overstating possible benefits. However, the cost savings described here are not all automatic and some — particularly garbage and recycling collection cost savings — require changes at the municipality level.

Ultimately, much will depend on the choices the municipality makes to optimize services. As collected tonnage stabilizes at a lower level and contracts come up for renegotiation, municipalities will be able to realize potential savings in assorted ways. These include, for example, reducing collection frequency, modifying routes, reducing vehicle turnover and fleet size, leveraging existing fleet vehicles and staff for other services, or investing in dual-purpose vehicles that enable (for example) both recycling and organics collection.