

# 2024 Washington State Ferries Waste Management and Reduction Plan



## EXECUTIVE SUMMARY

Since 2000, Washington state has initiated efforts to reduce greenhouse gas emissions and solid waste. The Department of Ecology (Ecology) is the state agency entrusted with developing Washington's waste management approach and has outlined the state's waste management strategy in a statewide plan. Washington State Ferries (WSF) has been engaged from the beginning of these efforts and continues to learn from our sustainability journey, making improvements and setting new goals. This Waste Management and Reduction Plan is the next step in WSF's journey to achieve our goal of zero waste.

As we developed this Waste Management and Reduction Plan, we first identified the status of our waste management and the different waste streams passing through WSF's control. We recognized the challenges to reducing waste, developed immediate actions, and planned longer range recommendations. All of these are intended to lead us toward our zero waste goal.

Our present rate of waste removal is not sustainable. There is a strong need to reduce our current waste generation and divert waste and compost away from the diminishing landfill space. A recent waste audit for one 24 hour period with three vessels calling at Colman Dock documented 1,121.48 pounds of landfill bound waste and comingled recycling. Of this total, only 206 pounds were properly sorted recycling. Of the 915.48 pounds of landfill bound waste, there was 337.24 pounds of incorrectly sorted waste which could have been diverted through a recycling and composting program. Colman Dock's waste audit provides a glimpse of what WSF could achieve

systemwide to deliver significant diversion, limit the rate of landfill filling and reduce the creation of and escape of methane gas.

WSF faces various challenges in achieving zero waste. Some of the challenges are people-centered, related to the waste disposal behavior on our vessels which leads to contamination of our waste streams. Other challenges are process-centered, related to our own collection procedures and the services that we currently employ from vendors. Still others are equipment-centered, related to the receptacles and signage that we use on our vessels and at our terminals. This plan presents these challenges and then proposes specific actions to address each. The plan concludes by laying out what success will look like at WSF.

Overall, the primary measure of success is the reduction of waste. That is, diverting as much waste from the landfill as possible through the use of a waste hierarchy. The hierarchy places waste reduction as the highest priority for managing waste, followed by reuse, recycling, recovery and then responsible disposal. The reduction and overall diversion of waste will have positive economic benefit in reducing costs related to packaging and overall waste, positive environmental benefit in reducing pollution including methane produced in landfills, and positive community benefit in being a positive force for change and creating stronger connections with those we serve.

We anticipate the journey to zero waste will be long and iterative. Our goal in this document is to set off on that journey, to act, to assess and to adjust.

## How do the Washington State Department of Transportation's mission and goals incorporate sustainability?

The Washington State Department of Transportation (WSDOT) and its internal maritime division, Washington State Ferries (WSF), have a mission and values that guide the work of the agency.<sup>1</sup> Our mission is to provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.<sup>2</sup> We have an obligation to do that with as much efficiency and as little impact as possible on the state's natural and cultural resources. Our goal of resilience and value of sustainability drive our efforts.<sup>3</sup>

## What is zero waste?

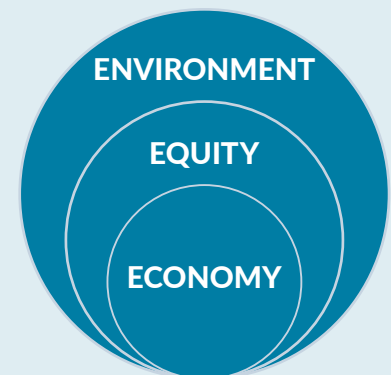
WSF launched its first Sustainability Action Plan (SAP) on Earth Day of 2019. Since then, WSF has continued to learn from our sustainability journey, make improvements and set new goals. Our latest [2023-2025 SAP](#)<sup>4</sup> has the focus area, Achieve Zero Waste.

*A Zero Waste Organization is one that conserves resources through responsible production, consumption, packaging, and disposal (composting, recycling, hazardous materials, etc.). It is one that reuses products and sub-elements, where all discarded materials are designed to become resources for other uses. A Zero Waste organization doesn't just reduce consumption and waste, but also focuses on reducing toxicity of the materials used and dispose.*<sup>5,6</sup>

## Why develop a waste management and reduction plan?

Our 2023-2025 SAP takes direction from the governor,<sup>7</sup> state law regulating solid waste<sup>8,9</sup> and hazardous waste and Ecology's statewide solid and hazardous waste plan ("Moving Washington Beyond Waste

WSDOT strives to build sustainability into all of the work that we do. For WSF, as a division of WSDOT, sustainability is an integral part of our mission, vision, and goals, and defines one of our agency's six values, calling on each of us to "be resource stewards by supporting economic, environmental, and community need." Some may wonder, what exactly is sustainability? At WSF, sustainability, defined simply, is considering the short- and long-term effects of all our decisions and actions on the "three E's" of economy, environment, and equity.



<sup>1</sup> WSDOT Strategic Plan, WSDOT.wa.gov, (<https://wsdot.wa.gov/about/secretary-transportation/strategic-plan>).

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Washington State Ferries Sustainability Action Plan: 2023-2025, (<https://wsdot.wa.gov/sites/default/files/2023-06/WSF-Sustainability-Plan-Summer-2023.pdf>).

<sup>5</sup> Zero Waste Definition, ZWIA, (<http://zwia.org/zero-waste-definition/>).

<sup>6</sup> At WSF, we seek to reduce the volume of waste we produce and the toxic elements within that waste. We work within guidelines and Washington state lead environmental agencies to identify preferred providers of environmentally preferred products which contain less toxins and leave less toxins in the resulting waste.

<sup>7</sup> [Executive Order 20-01: State Efficiency and Environmental Performance](#), State's commitment to reducing solid waste pollution and the use of dangerous toxics in purchased products as a strategy to protect human health and the environment, January 23, 2020. (Scroll down to: Governor's Executive Order 20-01: State Efficiency and Environmental Performance (PDF 208KB)).

<sup>8</sup> *Solid Waste Management - Reduction and Recycling*, RCW 70A.205 (<https://app.leg.wa.gov/RCW/default.aspx?cite=70A.205>).

<sup>9</sup> *Hazardous Waste Management*, RCW 70A.300, (<https://app.leg.wa.gov/RCW/default.aspx?cite=70A.300>).

and Toxics,” published in 2021).<sup>10</sup> Ecology is the state agency entrusted with developing and leading Washington’s waste management approach. Ecology has outlined the state’s waste management approach in their plan. We have taken the next step. We are building upon Ecology’s plan and using WSF’s 2023-2025 SAP as a roadmap for moving toward resilience, sustainability and waste reduction.

In addition to Washington state law,<sup>11</sup> WSDOT Secretary’s executive orders and various local government regulations in communities we serve provide guidance on waste disposal priorities. Our WSDOT Secretary of Transportation has established agency policy, directing employees to:

“ . . . conduct business in a safe, secure, and environmentally sustainable manner that protects the human and the natural environment of the state.”

and . . .

“ . . . promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality.”<sup>12</sup>

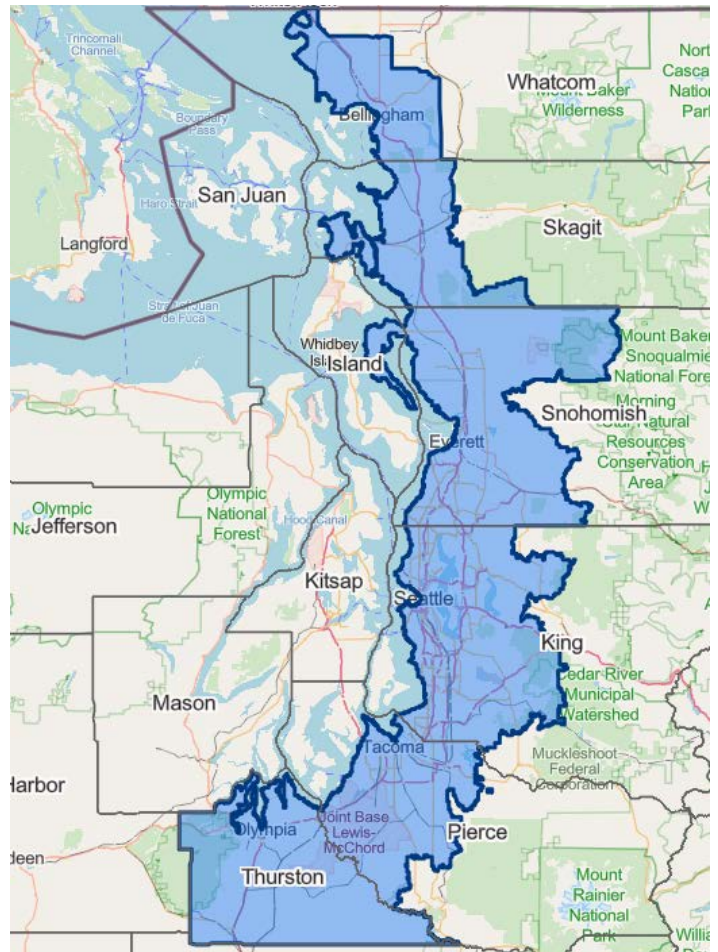
In 2022, Washington’s Legislature passed the *Organics Management Law* (Revised Code of Washington [RCW] 70A.205.007),<sup>13</sup> which requires state and local governments, businesses and other organizations to reduce organic materials disposed in landfills; and increase edible food recovery and amend many laws affecting organics management.

The RCW establishes a phased-in approach requiring separation of organics. [The map to the right](#) represents portions of the WSF system (in blue) which will be required to comply beginning in 2024.

The City of Seattle prohibits food scraps and other compostables from being thrown in the garbage. On average, more than 30% of garbage is food waste

that could have been composted. Composting keeps valuable resources out of the landfill and avoids methane emissions that decaying compostable waste quickly produces in landfills.<sup>14,15</sup>

This 2024 WSF Waste Management and Reduction Plan builds on all the legislative, executive and municipal direction and organizes our work to actively progress toward zero waste. Our effort includes reducing consumption, diverting recyclables and compost away from solid waste landfills, and educating our community on meaningful zero waste disposal and collection behaviors.



<sup>10</sup> The State Solid and Hazardous Waste Plan - Moving Washington Beyond Waste and Toxics, (<https://apps.ecology.wa.gov/publications/documents/2104050.pdf>); Publication 21-04-050, December 2021.

<sup>11</sup> Transportation System Policy Goals, RCW 47.04.280(1)(e), (<https://app.leg.wa.gov/RCW/default.aspx?cite=47.04.280>).

<sup>12</sup> *WSDOT Secretary’s Executive Order E 1018.03* Environmental Policy Statement (November 3, 2020).

<sup>13</sup> 2022 Organics Management Law ([RCW 70A.205.007 Landfill disposal of organic material](#)).

<sup>14</sup> Seattle Municipal Code, Chapter 21.36 – SOLID WASTE COLLECTION, (21.36.082 - Commercial recycling required), ([https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT21UT\\_SUBTITLE\\_IISOWA\\_CH21.36SOWACO\\_SUBCHAPTER\\_IISOWACO\\_21.36.082CORERE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT21UT_SUBTITLE_IISOWA_CH21.36SOWACO_SUBCHAPTER_IISOWACO_21.36.082CORERE)) and Seattle Municipal Code (21.36.086 - Compostable or recyclable food service ware required.) ([https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT21UT\\_SUBTITLE\\_IISOWA\\_CH21.36SOWACO\\_SUBCHAPTER\\_IISOWACO\\_21.36.086COREFOSEWARE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT21UT_SUBTITLE_IISOWA_CH21.36SOWACO_SUBCHAPTER_IISOWACO_21.36.086COREFOSEWARE)).

<sup>15</sup> *Compost Right. It Matters.* Seattle Public Utilities, [Compost Right. It Matters. - Utilities | seattle.gov](#).

## How is a waste hierarchy the best approach to achieve zero waste?

Ecology has developed a waste management hierarchy to strive toward zero waste.<sup>16</sup> The waste hierarchy places waste reduction as the highest priority for managing waste, followed by reuse, recycling, recovery and then responsible disposal. The state's priority is to mitigate climate change through reducing waste.

The following discusses the hierarchy further:

### Reduce

The top priority is placed on reducing, or preventing, waste at the source. Actions taken to reduce the quantity of products, packaging and materials used, and reduce consumption. But just as important, is reducing the toxic elements in the products, packaging, and materials we purchase.

### Reuse

Instead of sending materials to the landfill or even recycling, using products that can be used again for the same or similar purpose will help reduce our consumed waste.

### Recycle

Removing materials from the waste stream and using them as materials or substances whether for the original or another purpose. What is and what isn't accepted as recyclable depends upon the contracted recycling service provider.

Composting – Recycling also includes composting. Composting is significant because of two critical benefits. First, by composting, we divert large volumes of waste from what currently goes directly into the landfill. In 2010, food scraps were the single largest volume of material, by weight, disposed in landfills in California, Oregon and Washington.<sup>17</sup> Composting is helping to solve our garbage disposal problems by reducing the volume of solid waste needing to be landfilled.

The second meaningful composting benefit comes from diverting compostable organics away from landfills to reduce the production of greenhouse gases in our landfills. Composting yard debris, food scraps, manure and crop residues keep these materials out of the landfill and reduces the production of greenhouse gases, particularly methane. Methane is one of the main greenhouse gases and has more impact than that of carbon dioxide (CO<sub>2</sub>). Pound for pound, the comparative impact of methane (CH<sub>4</sub>) is 28 times greater than CO<sub>2</sub> over a 100-year period.<sup>18</sup>

### Recovery

Recovery can be seen as energy recovery, or waste-to-energy, producing electricity, or fuel from non-recyclable waste materials. An example of waste-to-energy relevant to WSF operations is "hog fuel." Hog fuel is a mix of coarse bark and wood chips. Hog fuel is a multipurpose product that has a wide variety of uses – from burning for fuel to being used for paths and walkways. Wooden pallets from WSF operations are currently transformed into hog fuel by waste disposal providers.<sup>19</sup> Additionally, recovery can also include food rescue (food to food banks), surplus of equipment and purchase of used materials.

<sup>16</sup> Solid Waste Management – *Reduction and Recycling*, (RCW 70A.205) (<http://app.leg.wa.gov/RCW/default.aspx?cite=70A.205>).

<sup>17</sup> *Reducing Greenhouse Gas Emissions through Recycling and Composting*, EPA 910-R-11-003, May 2011, [www.epa.gov](http://www.epa.gov); pg 18.

<sup>18</sup> *IPCC (2013). Climate Change 2013: The Physical Science Basis*. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. [Stocker, T.F., D. Qin, G.K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, 1535 pp.; accessed via [EPA, Overview of Greenhouse Gases, Methane Emissions](https://www.epa.gov/ghgemissions/overview-greenhouses-gases#CH4-reference), webpage: <https://www.epa.gov/ghgemissions/overview-greenhouses-gases#CH4-reference>.

<sup>19</sup> *Hog Fuel | Cloverdale Fuels*; <https://cloverdalefuel.com/products/hog-fuel/>.

## Landfill

A last resort is depositing solid waste<sup>20</sup> in a landfill, preferably in a landfill which captures methane and other greenhouse gases. A landfill is a disposal facility or part of a facility at which solid waste is placed in or on land.<sup>21</sup>

## Why is the reduction of methane in landfills so important?

Methane pollution released this year will warm the planet more in the next decade than carbon dioxide emitted from burning fossil fuels.<sup>23</sup>

### Facts about methane (CH<sub>4</sub>)

- Municipal Solid Waste (MSW) landfills are the third-largest source of methane emissions from human activities in the United States, contributing methane emissions equivalent to 94 million metric tons of carbon dioxide in 2020.<sup>24</sup>
- Food waste comprises about 20% of municipal solid waste disposed of in landfills<sup>25</sup> and contributes more methane than any other landfilled material.<sup>26</sup>
- An estimated 61% of methane generated by landfilled food waste is not captured by landfill gas collection systems and is released into the atmosphere. Because food waste decays relatively quickly, its emissions often occur before landfill gas collection systems are installed or expanded.<sup>27</sup>
- Total emissions from municipal solid waste landfills are decreasing, but methane emissions from landfilled food waste are increasing.<sup>28</sup>

## LANDFILLS

### How many landfills are there in Washington state? How much room is left in them?

There are 12 public operating landfills in Washington state. Nine report a total design capacity of 157,494,534 tons of waste with 46.18% currently filled.<sup>22</sup>

There is at least one open public landfill in each of the following counties\*: Adams, Asotin, Benton (2095), Cowlitz (2120), Grant (2034), King (2046), Kittitas, Okanogan, Stevens (2058) and Walla Walla. Yakima County has two open (2030 and 2040).

\*Where listed, closure date in parenthesis

## METHANE

1,000 tons of food waste landfilled = 34 metric tons of methane landfill emissions.

34 metric tons of methane landfill emissions equals the equivalent greenhouse gas emissions from:

- 12 gasoline powered passenger vehicles driven for a year; or
- 2,440,498 miles driven by an average gasoline powered passenger vehicle.<sup>29</sup>

<sup>20</sup> Solid Waste Collection Tax – Definitions, [RCW 82.18.010: Definitions. \(3\) "Solid waste" \(wa.gov\)](#).

<sup>21</sup> Solid Waste Management – Reduction and Recycling, [RCW 70A.205.015: Definitions. \(12\) "Landfill" \(wa.gov\)](#).

<sup>22</sup> [Landfill Technical Data | US EPA](#).

<sup>23</sup> [Methane pollution from oil and gas - Environmental Defense Fund \(edf.org\)](#).

<sup>24</sup> [Quantifying Methane Emissions from Landfilled Food Waste, EPA, Office of Research and Development, EPA-600-R-23-064, October 2023](#), pg 1.

<sup>25</sup> Ibid. pg 1.

<sup>26</sup> Ibid. pg 9.

<sup>27</sup> Ibid. pg iii.

<sup>28</sup> Ibid, pg 10.

<sup>29</sup> [Greenhouse Gas Equivalencies Calculator | US EPA](#)

## What is a waste stream? And why are they a key to Zero Waste?

Operation of the WSF system creates a lot of solid waste. Waste comes from all areas of WSF: the vessels, the terminals and non-terminal facilities (warehouses, maintenance facility and offices). Each of those areas generates its own diverse types of waste. Typically, a material can be tracked through a waste stream from its beginning until its end. Studying each waste stream and finding ways to reduce the volume of some materials and divert the end-product from landfills is a key to achieving zero waste.

## What are our current waste streams at WSF?

The ability to identify the different waste streams is a first step in reducing, reusing, recycling and recovering waste materials. The following are the main types of waste streams passing through WSF vessel, terminal and facility operations:

### Recyclables:

One waste stream which comes from each of the main areas is recyclables. What is and what isn't accepted as recyclable depends upon the contracted recycling service provider where our WSF facility is located. The base recyclable materials with post-consumer use value are: glass, aluminum, steel, some plastics, paper and cardboard. On routes both with and without galley service, glass bottles, plastic bottles and aluminum cans are recycled. With the recyclable waste stream, it is important to have clean materials, empty and not food soiled. Those types of items will contaminate the recycling process if they are soiled.

### Compost:

As a waste stream, compost predominantly comes from the vessel galleys, plus the food and vending services at our terminals. Food waste has been historically directed to the garbage headed to the

landfill. New state legislative directives and Seattle ordinances require composting by businesses with food service. Our terminals and vessels with compostable materials in their waste must separate out the compostables for pick up and diversion from the landfill. The compost material identified on our vessel and terminal areas are food scraps, food soiled paper wrappers, paper containers and compostable plastics.

### Solid waste:

This category includes garbage, trash, rubbish or other material discarded as worthless, or not economically viable for further use. The term does not include hazardous or toxic waste, nor does it include material collected primarily for recycling or salvage. Solid waste goes to the landfill. A landfill has a finite amount of space. The types of solid waste generated at WSF facilities include condiment packages, plastic wrappers, paper cups with plastic or wax coatings, chip bags and loose plastic bags. A significant portion of WSF solid waste consists of both large and small polyethylene plastic bags used to line trash receptacles.

### Hazardous waste:

Hazardous waste<sup>30</sup> is unique from solid waste in that it has properties that make it dangerous (or capable of having a harmful effect) on human health or the environment. Hazardous waste is generated from many WSF sources on our vessels, our terminals and our maintenance facilities. The types of solid waste materials which are considered hazardous waste include human and pet bodily fluids, needles (and/or syringes) and some cleaning products. Also hazardous are products with toxic, flammable, reactive or corrosive ingredients (e.g., paint thinner, fluorescent lights, pesticides and batteries).

### Recovery:

As described above, wooden pallets from WSF operations are currently transformed into hog fuel by waste disposal providers.<sup>31</sup>

<sup>30</sup> [Learn the Basics of Hazardous Waste | US EPA, What is a hazardous waste?](#)

<sup>31</sup> [Hog Fuel | Cloverdale Fuels; https://cloverdalefuel.com/products/hog-fuel/.](#)

## What are the kinds of food and waste services offered at our WSF facilities?

As discussed above, different areas in our organization create different types of waste streams. It is thus important to identify those streams by facility. By identifying where waste starts, we can more appropriately and effectively change that waste stream, by reducing waste and diverting recyclables and compostables away from the landfill. The tables below, organized from north to south in our operational pods, begin to identify waste streams at our WSF facilities.

It is important to track the waste streams and the waste materials as they travel from vessel to terminal and from terminal to vendor. Thus, vital information can be gathered by staying aware of:

- At which terminals vessels are offloading waste.
- At which terminals vessels with galley service are offloading organic food waste.
- At which terminals and facilities WSF has vending and food concessions and their associated waste.



## WSF routes, terminals and facilities, waste services and waste paths

### North Pod routes, waste services and waste paths

ANACORTES / SAN JUAN ISLANDS (LOPEZ ISLAND, SHAW ISLAND, ORCAS ISLAND AND FRIDAY HARBOR)											
POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
NORTH	Anacortes/ San Juan Islands	Anacortes	YES End of every watch	YES	YES	YES	YES	YES	NO Available	YES	YES
		Lopez Island	NO	YES	YES	NO	YES	YES	NO Available	NO	YES
		Shaw Island	NO	YES	YES	NO	NO	NO NOT Available	NO NOT Available	NO	YES
		Orcas Island	NO	YES	YES	NO	NO	NO Available	NO NOT Available	NO	YES
		Friday Harbor	YES 2x-a-day during busy season	YES	YES	NO	NO	NO Available	NO NOT Available	NO	YES

Note Vessels on these routes make stops at multiple locations. Most terminals use a bull and trailer to carry the trash and recycling to the dumpsters. The inter-island terminals tend to walk it off.

PORT TOWNSEND / COUPEVILLE											
POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
NORTH	Port Townsend/ Coupeville	Port Townsend	YES	NO	YES	NO	YES	YES	NO NOT Available	YES	YES
		Coupeville	YES	NO	YES	NO	YES	NO Available	NO NOT Available	NO	YES

### Central Pod routes, waste services and waste paths

MUKILTEO / CLINTON											
POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
CENTRAL	Mukilteo/ Clinton	Mukilteo	NO	YES	YES	YES	YES	YES	<u>NO</u> Available	YES	YES
		Clinton	<u>YES</u> End of every watch	YES	YES	NO	YES	<u>NO</u> Available	<u>NO</u> <b>NOT</b> Available	YES	YES

EDMONDS / KINGSTON											
POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
CENTRAL	Edmonds / Kingston	Edmonds	NO	YES	YES	NO	YES	YES	<u>NO</u> Available	YES	YES
		Kingston	<u>YES</u> End of every watch	YES	YES	NO	YES	YES	<u>NO</u> Available	NO	YES

SEATTLE COLMAN / BAINBRIDGE ISLAND											
POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
CENTRAL	Seattle Colman / Bainbridge Island	Seattle Colman	<u>YES</u> End of every watch	YES	YES	YES	YES	YES	<u>NO</u> Available	YES	YES
		Bainbridge Island	NO	YES	YES	YES	YES	YES	<u>NO</u> Available	YES	YES

### South Pod routes, waste services and waste paths

#### SEATTLE COLMAN / BREMERSTON

POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
SOUTH	Seattle Colman / Bremerton	Seattle Colman	YES End of every watch	YES	YES	YES	YES	YES	NO Available	YES	YES
		Bremerton	NO	YES	YES	NO	NO	NO Available	NO Available	NO	YES

#### TRIANGLE ROUTE (FAUNTLEROY / VASHON ISLAND / SOUTHWORTH)

POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
SOUTH	TRIANGLE ROUTE Fauntleroy/ Vashon/ Southworth	Fauntleroy	YES Toward the end of every watch	YES	YES	NO	YES	NO	NO Available	YES	YES
		Vashon	YES Occasionally, at night	YES	YES	NO	YES	YES	NO NOT Available	YES	YES
		Southworth	NO	YES	YES	NO	YES	YES	NO NOT Available	NO	YES

#### POINT DEFIANCE / TAHLEQUAH

POD	ROUTE	TERMINAL	VESSELS OFFLOADING WASTE	ROUTE w/ GALLEY SVC	VESSELS w/ VENDING SVC	TERMINAL w/FOOD SVC	TERMINAL w/VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL
SOUTH	Pt. Defiance / Tahlequah	Point Defiance	YES End of every watch	NO	YES	NO	NO	YES	NO Available	YES	YES
		Tahlequah	NO	NO	YES	NO	NO	NO NOT Available	NO NOT Available	YES	NO

## Nonterminal facilities, waste services and waste paths

FACILITY	VENDING SVC	RECYCLE	COMPOST	HAZARDOUS WASTE	LANDFILL	WOOD RECYCLER
2901 Building (2901 3rd Avenue, Seattle - leased facility)	<u>YES</u> By lessor	<u>YES</u> By lessor	<u>YES</u> By lessor	YES	YES	NO
Eagle Harbor Maintenance (497 Harborview Dr SE, Bainbridge Island)	YES	YES	<u>NO</u> Available	YES	YES	YES
Warehouse (6000 6th Avenue South, Seattle)	NO	YES	<u>NO</u> Available	YES	YES	YES
Warehouse (4813 Airport Way, South, Seattle - leased facility)	NO	<u>NO</u> Available	<u>NO</u> Available	NO	<u>YES</u> With lease	<u>NO</u> Wood pallets get sent to Warehouse on 6th Ave

*Note: The 2901 building and the Warehouse on Airport Way both have waste services provided as a part of their lease agreement.*

## What’s the current status of WSF waste management?

As we developed this Waste Management and Reduction Plan, we first identified the status of our waste management and the different waste streams passing through WSF’s control. We then compared our waste output to our peers. The following current conditions led us to recognize the existing challenges, develop immediate actions and consider longer range proposals. All of which are intended to lead us toward our zero waste goal.

WSF seeks to provide a safe travel experience for our passengers while reducing environmental impact on the communities we serve. In pursuit of that effort, WSF has tracked our waste diversion rate. A diversion rate is the portion of discarded materials collected that is not sent to the landfill. An increased amount of recycling and composting can lead to an increased diversion rate. The table below displays WSF’s diversion rate from 2020 to 2022 in cubic yards as a baseline for future comparison and measurement of our proposed actions.

2020 - 2022 WSF WASTE MANAGEMENT DIVERSION SUMMARY (IN CUBIC YARDS)			
YEAR	RECYCLING	LANDFILL WASTE	DIVERSION
2020	6,512.48	18,299.30	26.25%
2021	4,748.24	13,875.01	25.50%
2022	3,441.75	16,788.27	29.14%

## How does the WSF diversion rate compare to others in our region?

Data is useful if it can be compared to other organizations with similar concerns, customers, or goals.

In the case of WSF’s diversion rate, we can look to possible comparisons with the City of Seattle and with a direct peer at BC Ferries in British Columbia, Canada.

### Seattle Recycled Rate:

Seattle Public Utilities (SPU) reported a “recycle rate”<sup>32</sup> of 54.4% in 2019, which had gone down to 52.8% in 2022.<sup>33</sup> SPU reports to the Seattle City Council annually on the previous year’s progress preventing and reducing waste.

2019 - 2022 SEATTLE PUBLIC UTILITIES (SPU) MUNICIPAL SOLID WASTE (MSW)	
YEAR	RECYCLE RATE
2019	54.4%
2020	54.0%
2021	52.7%
2022	52.8%

SPU analyzed their single-family, multi-family, and commercial disposed managed solid waste and found:

“ . . . recoverable recyclable and compostable materials comprise most of disposed . . . garbage. Food waste represented the largest share of any single recoverable material headed to the landfill in both the single-family and commercial sectors. SPU considers preventing and reducing organics in the garbage, especially food waste, a top priority.”<sup>34</sup>

Because there was so much food waste in the landfill bound waste stream, in 2014, the City of Seattle passed an ordinance requiring the implementation of composting at businesses with food service, starting on Jan. 1, 2015.<sup>35</sup> SPU’s data for the last few years

<sup>32</sup> “The recycle rate is the estimated percentage of municipal solid waste (MSW) diverted from landfill by recycling, composting, and some reuse.” *Seattle Public Utilities, 2020 Waste Prevention & Recycling Report* (seattle.gov), Annual Estimated Overall MSW, pg 4 (<https://www.seattle.gov/documents/departments/spu/documents/reports/solidwaste/wasteprevention-recyclingreport-2022.pdf>)

<sup>33</sup> *Ibid*, pg 12.

<sup>34</sup> *Ibid*, pg 2.

<sup>35</sup> Seattle Municipal Code, Chapter 21.36 – SOLID WASTE COLLECTION, (21.36.082 - Commercial recycling required), ([https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT21UT\\_SUBTITLE\\_IISOWA\\_CH21.36SOWACO\\_SUBCHAPTER\\_IISOWACO\\_21.36.082CORERE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT21UT_SUBTITLE_IISOWA_CH21.36SOWACO_SUBCHAPTER_IISOWACO_21.36.082CORERE)) and Seattle Municipal Code (21.36.086 - Compostable or recyclable food service ware required.) ([https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT21UT\\_SUBTITLE\\_IISOWA\\_CH21.36SOWACO\\_SUBCHAPTER\\_IISOWACO\\_21.36.086COREFOSEWARE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT21UT_SUBTITLE_IISOWA_CH21.36SOWACO_SUBCHAPTER_IISOWACO_21.36.086COREFOSEWARE)).

may have shown a downturn, but their diversion rate of approximately 50% (based on recycling and composting) is almost double WSF's (based solely on recycling).

### BC Ferries diversion rates

The diversion rates of [BC Ferries](#) (BCF) should provide a better comparison of diversion rates since they have the same type of business, customers and – most likely – similar waste streams. BC Ferries provided the following statistics.

2021 - 2023 BC FERRIES (BCF) DIVERSION RATES (IN MT)				
YEAR	RECYCLING	ORGANICS	LANDFILL WASTE	DIVERSION
2021	251	130	1,620	23.52%
2022	599	262	2,707	31.81%
2023	641	361	3,383	29.62%

BCF data shows a rise in their waste stream totals over the last two years. This is similar to what WSF has experienced over the last year. This rise corresponds to increased travel rates due to people returning to their commutes and traveling more post COVID-19.

The comparison looks similar to WSF's yearly diversion rates.<sup>36</sup> From 2021 to 2023 while BC Ferries channeled 23.52% to 34.78% of their recycling away from their landfill, from a similar three-year period (2020 to 2022), WSF diverted between 25.50% to 29.14%.

Other points noted by BCF staff in relation to their diversion numbers:

- Only BCF's major terminals collect organics from passenger areas.
- BCF has witnessed high contamination of recycling streams from passenger areas.
- Their diversion rates vary tremendously between terminals.

## How can we better understand our waste streams?

To make progress toward zero waste, it is helpful to identify what is passing through WSF's waste streams and what are the opportunities to divert current organics and recyclables away from the landfill. On Oct. 17, 2023, WSF, SPU and [Recology King County \(RKC\)](#) performed a waste audit at the Colman Dock in Seattle. The audit reveals a snapshot of current waste disposal and collection behaviors, and waste streams.

### WHAT IS THE DIVERSION RATE AT ONE OF WSF'S BUSIEST TERMINALS (SEATTLE'S COLMAN DOCK)?

For more of a year-by-year look at WSF's diversion rate, it is helpful to analyze some data from one of WSF's busier terminals, Colman Dock in Seattle. The table below is the reported yearly tonnage removed from the Colman Dock by our waste vendor, Recology.

2020 2023 COLMAN DOCK DIVERSION RATES* (IN TONS)			
YEAR	RECYCLING	LANDFILL WASTE	DIVERSION RATE
2020**	0.77	5.77	11.77%
2021	12.22	95.14	11.38%
2022	33.11	143.14	18.79%
2023***	31.44	134.15	18.99%

\* tonnage as reported by Recology – (Colman Dock waste vendor)

\*\* 2020 – data from 1 month sampling (December)

\*\*\* 2023 data through September (12/10/2023)

From 2020 to 2023 the Colman Dock landfill-bound waste has increased considerably, despite more than doubling the percentage of recycling. Increasing the amount of recycling alone won't move WSF toward zero waste. We will also need to focus on, and employ, other actions to make progress.

<sup>36</sup> *Ibid.*

In one 24-hour period, the waste from three vessels calling at Colman Dock amounted to 1,121.48 pounds of landfill bound waste and co-mingled recycling. Of this total, 206 pounds (18.37%) was recycling and 915.48 pounds (81.63%) was landfill-bound waste. It's important to note of the 915.48 pounds of landfill bound waste, there remains the opportunity to divert 337.24 pounds (36.84%) of incorrectly sorted waste which could have been diverted through a recycling and composting program. A large amount of the divertible waste found in the landfill bound waste included non-sellable food from the galley and half-eaten food from the dining area. Aside from the non-recyclable and non-compostable wrappings and plastic supply bags, the galley food and most of the dining area leftovers could have been composted and not thrown into the landfill bound waste or contaminated the recycling.

## DIVERSION

Seattle Colman Dock waste audit (Oct. 17, 2023):  
Of the 915.48 pounds of landfill bound waste, 337.24 pounds (36.84%) were incorrectly sorted and could have been diverted through a recycling and composting.

## What are the challenges to achieving zero waste practices?

The waste audit and the comparisons of WSF's diversion rate reveals a snapshot of current waste disposal and collection behaviors. A closer look at our WSF waste management practices helps identify current challenges to achieving our zero waste goal. The following challenges touch on some of the current issues. Each challenge might have more than one solution to achieve our goal. We anticipate the journey to zero waste will be long and iterative. Our goal in this document is to set off on that journey, to act, to assess and to adjust.

## What is contamination and how bad of a challenge is it?

When separating landfill waste from recycling and compost, the opportunity for contamination is high. If the recycling has food scraps, dirty or wet recyclables, styrofoam, or other non-recyclables (for example, plastic bags), then the recycling container's contents are contaminated and cannot be easily processed at the recycling facility.

Current public knowledge of what goes in which container is limited. Most people have very little patience for standing and spending more than a few seconds to determine what gets sorted where. It seems, in many cases, by the time a "waste disposer" reaches the receptacle, if they don't already know where it goes, they're going to toss it in a random bin, without much thought. Adding to the confusion for WSF passengers and staff, some current outdated waste receptacles all say "RECYCLING" across their face and lids.

Another challenge inherent with contamination is that most people are not aware of its impacts. Recycling facilities have machines that can be clogged or damaged by food, wet paper or cardboard, some plastics, shredded paper, or other forms of contamination. Some waste vendors charge a fee for contamination of the recycling and/or compost. Other waste vendors will choose to not take the contaminated recycling or compost. They leave it for the user to mitigate the container. Still other vendors will notify the customer that after repeated incidents they will terminate the contaminated service to the customer. Other vendors will take the contaminated recycling and/or compost as landfill waste (sometimes with a higher waste removal fee).

## How is disposal behavior a challenge?

When a user is done consuming a product, the remaining materials are waste. The challenge of disposal behavior is getting all consumers/users (the public and the staff) to be aware of, and comply with, the desired endpoint for each different type of waste. Getting waste disposal right is the main,

basic challenge. Aiding that process depends, in part, on education, ease of actions, proximity to disposal containers and an individual’s desire to “do the right thing” for the community. Each of these points can present a challenge. Some of the consequences of not doing the right thing can be one, or more, of the following: waste stream contamination; additional WSF costs; unwanted additional landfill bound waste; or production of the greenhouse gas, methane.

**How is collection behavior a challenge?**

Just as disposal behavior can be a challenge to proper separation of recyclable, compostable or landfill waste, so too can the collection behavior of galley, vessel and terminal staff. An error in collection can impact the waste from more than just a single receptacle.

Many staff are not aware of the effects of throwing plastic bags into the recycling bin. A practice identified during the 2023 Colman Dock waste audit was the “tying off” of a bag, inserting it into the next plastic bag removed from another receptacle, the tying off of that new bag and so on. This may be done for convenience, health and safety, or as standard practice. This bag-in-a-bag-in-a-bag practice was found many times in the recycling bin. But when so many bags are inserted into each other, one can’t decipher if the contents are recyclable. Audit personnel had to untie and open each successive bag, just to determine the contents. The fact is, the bags themselves are not recyclable, regardless of the contents.



*Sauces, soups, and other food waste in plastic bags in the kitchen’s landfill-bound garbage.*

At the time of the waste audit, Seattle’s Colman Dock did not have compost services, but the bag-in-a-bag-in-a-bag practice could also contaminate compost. There were many bags which also contained nearly full manufacturer’s bulk bags of food waste that couldn’t be composted because they all were in some kind of non-compostable product container or bag. Additionally, bags from the vessels and galley back-of-the-house included non-recyclables (e.g., plastic film and wrappers, food wrapped in aluminum, food waste, commercially compostable cups, non-recyclable food service packaging, food soiled recyclables, styrofoam and plastic bags).

**CONTAMINATION**

An example of the potential high cost of contamination happened at WSF in 2023. In one six-month period, a WSF terminal recycling bin was continually found to be contaminated and uncollectable as recycling. The total bin had to be dumped in the landfill as solid waste. Over this timeframe the terminal was charged separate contamination fees totaling over \$4,000. The waste hauler considered styrofoam, plastic bags and shredded paper as contamination in the recycling.



**Why is recycling a challenge at WSF?**

Recycling in and of itself is not a challenge. It is one strong action toward achieving zero waste. But because WSF operates over 20 different terminals and facilities in almost as many jurisdictions, there is no standardization of what is and what isn’t considered recyclable; and that is a challenge. WSF seeks best practices that can be standardized across our system. Our vessels and staff are assigned to different routes.



But in response to resource needs, those vessels are sometimes re-assigned to other routes as needed. When these vessels – and their staff – are reassigned to another route, it becomes difficult for staff to alter their “best practice” to conform to the new route’s vendor/ jurisdictional definition of recyclable, or compostable. The complexity of trying to standardize WSF’s recycling parameters is a challenge and one to be addressed as we move forward with our zero waste journey.

Even if we can achieve a WSF recycling standardization, there is still an issue with the recycling itself. A recently published report has brought forward a long-standing discussion with opposing views on the viability of plastic recycling. The study by the Center for Climate Integrity,<sup>37</sup> directly addresses the premise that recycling alone will not get us to our zero waste goal.

The report states plastic pollution is a pervasive and acute environmental issue. From 1950 to 2015, over 90% of plastics ended up as landfill, incinerated or leaked into the environment. Recycling plastic is almost a misnomer. First, most recyclable plastic can only be recycled about two – at most three times – before the plastic material can no longer be “recycled” into remanufactured products. Because of this limited shelf life for recycled plastic, it then opens the door for more production of new plastic. As plastics degrade through use and the recycling process, they begin to leach their fossil fuel-based toxins into our rivers, our lakes, and our oceans. The U.S. recycling rate in 2021 only reached about 5% to 6%. This report, if nothing else, highlights the importance of waste reduction and composting as the main, most effective strategies leading to zero waste.

## Why is it a challenge to not compost at WSF?

Currently, WSF doesn’t compost at its facilities. Composting is another strong action toward reaching zero waste. By not having receptacles for compostable

materials, it is unclear to people where to dispose their food waste. This raises the possibility that food waste might end up in recycling and thus contaminate the recycling. Having a composting program, at least in the back-of-the-house of the galleys, would greatly reduce the amount, weight and volume of the landfill bound waste. Less mass in a vendor’s pick-up bin will lead to less frequent pickups and lower fees. Again, a main reason for composting is it removes volume that would otherwise be going into a landfill. Removing food waste from the landfill also decreases the amount of methane produced in landfills. Composting is considered carbon neutral and circulates waste back into usable materials (high-quality compost and landscaping materials). Moving forward, WSF will need to install composting at most of our facilities where compostable products are sold and consumed to comply with state and municipal regulations.<sup>38</sup>

## Is food waste a challenge at WSF?

A primary focus of zero waste is to reduce and divert waste from landfills. At WSF, our mission is to move people efficiently across the Salish Sea. Our vessel schedules and necessary shift assignments drive WSF operations. Our vessel galleys and the availability of the food they sell aligns to those schedules. Galley staff must also comply with safety and health codes. Food products have a “shelf life” of a specific amount of time (usually per state and local health codes) and must be taken off the food line. WSF’s 2023 Waste Audit Report showed that edible food, which was still wrapped in its original packaging, was directly thrown into the landfill bound garbage, and not unwrapped and/or sorted. The challenge is that even with health codes and schedules to meet, there is probably some avenue for a redistribution of edible food product. The question becomes, how do we divert unnecessary food waste from the landfill? One option would be to incorporate new operational behaviors to direct employees to separate the uneaten, unsellable food

<sup>37</sup> Allen, Davis, et. al., The Fraud of Plastic Recycling: How Big Oil and the Plastics Industry Deceived the Public for Decades and Caused the Plastic Waste Crisis. 02-15-2024, Center for Climate Integrity; [www.climateintegrity.org/plastics-fraud](http://www.climateintegrity.org/plastics-fraud).

<sup>38</sup> 2022 *Organics Management Law* (RCW 70A.205.007 Landfill disposal of organic material). Seattle Municipal Code, Chapter 21.36 – SOLID WASTE COLLECTION, (21.36.082 - Commercial recycling required), ([https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT21UT\\_SUBTITLE\\_IISOWA\\_CH21.36SOWACO\\_SUBCHAPTER\\_IISOWACO\\_21.36.082CORERE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT21UT_SUBTITLE_IISOWA_CH21.36SOWACO_SUBCHAPTER_IISOWACO_21.36.082CORERE)) and Seattle Municipal Code (21.36.086 - Compostable or recyclable food service ware required.) ([https://library.municode.com/wa/seattle/codes/municipal\\_code?nodeId=TIT21UT\\_SUBTITLE\\_IISOWA\\_CH21.36SOWACO\\_SUBCHAPTER\\_IISOWACO\\_21.36.086COWARE](https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT21UT_SUBTITLE_IISOWA_CH21.36SOWACO_SUBCHAPTER_IISOWACO_21.36.086COWARE)).

from its non-compostable packaging and throw it in a special compost bin for recoverable food. Another possibility would be to donate unsellable food to our local communities of need.

### How are WSF's current waste receptacles a challenge to better waste management?

The current waste receptacles are outdated. They are labeled as follows:

- "TRASH ONLY" is labeled on the lid. The label is repeated "TRASH ONLY" on the front of the receptacle. A large diamond shaped opening is in the top lid.
- "NEWSPAPER ONLY" is labeled on the lid. On the front of the receptacle is the label, "RECYCLING." There is an oblong slot opening on the top for newspapers.
- "CANS, PLASTIC & GLASS BOTTLES" is labeled on the lid. On the front of the receptacle is the label, "RECYCLING". There is a small round hole in the top lid for cans and bottles.

Our present containers do not reflect the current – or potential future – WSF waste streams. The challenge is to develop receptacles that more clearly communicate where to correctly throw different types of waste. Frequently, our passengers are coming from or connecting to another regional transit system. During their journey they will most likely be exposed to more than one waste receptacle system. This can create inconsistencies that increase contamination and confusion among passengers.



### Is non-recyclable and non-compostable packaging a challenge to achieving zero waste?

Plastic packaging and other non-recyclable or non-compostable packaging is used pervasively. The opportunity to switch away from current non-recoverable packaging to "zero waste packaging" would decrease current landfill bound waste totals. Zero waste packaging is described as packaging that is reusable, recyclable or compostable; meaning packaging that does not end up as landfill-bound waste.

### Is there a challenge in tracking WSF progress toward becoming a zero waste organization?

Currently, we perform an annual inventory of our total waste and waste diversion. Our inventory is performed by analyzing our vendors' waste removal invoices. This is an imprecise endeavor. We have at least 20 different vendors, who – not surprisingly – have vastly different ways of charging and reporting services provided. Some vendors charge by the number and container size of removals. Others report the waste sizes in cubic yards and some in tons. There isn't a standardized, universally agreed metric for waste removal. Actual WSF waste totals are unknown. For example, while a specific charge can reflect a 6-cubic-yard removal, we have no way of knowing if in that instance the 6-cubic-yard container was half-full, full or almost empty. Because of the "unknown total" our annual inventory is accompanied by the caveat "no more than,"

This year, we performed a one-day waste audit at Seattle's Colman Dock. That snapshot was fruitful in giving us a one-day view of actual waste removed. But it was just one-day, and it was during a non-peak part of the year. To really get a sense of where we are, we'd have to do that waste audit a few times a year and potentially at all our facilities.

## Is there a challenge to not having funding to implement waste management improvements?

Traditionally, waste reduction programs do not have direct funding. But waste removal is funded through WSF operations. Some of the actions proposed below to address our challenges will have costs. Waiting for funding may delay timely progress. Finding funding to advance toward zero waste will be a challenge.

## What are the community engagement challenges regarding waste management?

WSF operates throughout the Salish Sea. Our terminals and vessels allow passengers to cross the water to go to work, to have fun or to take visitors on a tour. As we operate our fleet, we are mindful of the responsibility to move people and goods in an environmentally sensitive manner. That responsibility requires us to contract with waste removal vendors in the community. Vendors provide services based on their resources and the agreements they have with each community they serve. WSF works with both the vendor and each community to set up services that comply with environmental standards and regulations. As we move forward, the challenge is to encourage communities and vendors to enhance services to meet milestones toward the zero waste goal. That challenge includes studying how our users dispose of their waste on our vessels and in our terminals. Each of these points along the waste stream can present a challenge to doing the right thing. Knowing how they make the disposal decision they make can help inform the messages we provide on where to put what.

## What actions can WSF take to move toward zero waste?

After an examination of WSF's waste management system and identification of the challenges, the next step is identifying and implementing near term and long-term actions. Some of these actions are the "low hanging fruit" that we can hopefully implement quickly. Some of the actions may address more than one challenge above, thus making their implementation more effective. The following actions will begin to move us toward our zero waste goal.

## Actions to improve disposal and collection behavior

### ETHNOGRAPHIC OBSERVATIONS OF WSF WASTE DISPOSAL

Before some meaningful actions can be applied to waste and collection behavior, an objective study is necessary. It will be necessary to observe disposal behavior, determine what takes place and what should be tried to encourage a change in these behaviors. Any waste disposal and collection program will be enhanced with a study of how people are interacting with the waste stream. Answers will be sought to reveal what they were able to understand about their options for waste disposal, how important they perceived their choice of receptacles and what keys they relied on in making their final disposal choice. Observing behavior and interviewing people will help to develop a more effective waste management program. This observation should include the public, the vessel staff and the back-of-the-house galley/Sodexo staff.

1. **Action:** Perform ethnographic observations of the public and staff as they execute their waste disposal and collection behavior.
2. **Action:** Study galley/Sodexo "back-of-house" staff waste disposal behavior.

### RECEPTACLE REDESIGN AND LOCATION

In addition to ethnographic observation, an in-depth study needs to be performed on the design, type and location of our recycling, compost and landfill bound waste receptacles. This study should help provide the necessary information to modernize the design and placement of our current receptacles. A significant part of the redesign will be the use of visual graphics depicting the types of waste, rather than a heavy reliance on textual labeling of containers, should be incorporated.

3. **Action:** Based on the results of the ethnographic observations and the "back-of-house" study, upgrade the design, type and location of the recycling, composting, and waste receptacles.

## WASTE DISPOSAL BEST PRACTICES COMMUNICATION AND EDUCATION PROGRAM

To change the public and staff disposal behavior it is necessary to communicate the importance of proper waste disposal and the consequences of non-compliance. Knowledge will help motivate the individual to the proper action. Developing and communicating proper waste disposal and collection behavior is vital to achieving our zero waste goal. Complying with waste management regulations, avoiding contamination fees and eliminating food waste from the landfill are not procedural “nice-to-have” steps. Not abiding by waste management policies costs the agency financially and impacts the public’s trust. Advances in waste management are happening at a fast pace. Policies and procedures need to be updated. The mindset of “This is the way we’ve always done it” is no longer viable.

4. **Action:** Study, develop and implement a best practices communication and education program for waste disposal and collection.

## WASTE COLLECTION EFFICIENCY

The 2023 Colman Dock waste audit revealed some collection behavior issues that may be leading to contamination. The following actions are intended to eliminate the bulk of the contamination issues reported.

5. **Action:** Implement waste collection efficiency actions with staff, including:
  - Eliminate styrofoam in recycling.
  - Eliminate shredded paper in recycling.
  - Eliminate plastic bags in the recycling.
  - Study alternatives to plastic bags for recycling.
  - Reduce number of plastic bags going to landfill.
    - Change the standard practice to not pulling trash or recycling from receptacles unless a receptacle is at least 50% full. If compressed contents (with broom) are less than 50% by volume, leave bag in the receptacle.

## Actions to increase recycling

### START RECYCLING AT REMAINING FACILITIES

Another priority in the waste hierarchy is recycling. It is one of the basic, well-established methods of waste management.

6. **Action:** Start recycling services at Bremerton, Clinton, Coupeville, Fauntleroy, Friday Harbor, Orcas Island and the Airport Way South warehouse. These terminals and warehouse do not currently have recycling, but the service is available from the current vendor. In the short-term, it might be more effective to install our current (or maybe slightly modified) recycling receptacles and then rollout the systemwide redesigned receptacles after the proper design, labeling and location placement are developed.

### RE-USABLE CUPS

Following the waste hierarchy, the top priority is reducing waste. The 2023 waste audit at Seattle’s Colman Dock revealed a large amount of single-use, non-recyclable cups in the landfill-bound waste bin and contaminating the recycle bin. Interestingly, some single use cups contaminating the recycling were in fact compostable, but not recyclable.

7. **Action:** Work with food service vendors to encourage implementation of reusable cups.

## Actions to implement composting

### START COMPOSTING AT WSF FACILITIES

Composting is vital in reducing the amount of waste added into landfills and it reduces the production of methane. We have identified eight WSF facilities that currently do not employ compost removal services but where WSF or WSF vendors offer food services at the facility or where WSF employees bring food on site. These facilities do not currently have compost service, but the service is available from the current vendor. In the short-term, it might be more effective to install basic compost receptacles and then rollout the systemwide redesigned receptacles after the proper design, labeling and location placement are developed.

- 8. Action:** Start composting services at the five terminals (Anacortes, Bainbridge Island, Colman, Fauntleroy and Mukilteo) and the three other WSF facilities (Eagle Harbor Maintenance Facility, the Warehouse at 6000 Sixth Ave. and the warehouse on Airport Way).

### PAPER TOWEL COMPOST CONTAINERS

The 2023 Colman Dock waste audit revealed an anomaly in relation to composting and restrooms. A number of plastic landfill-bound waste bags contained a large amount of wet paper towels. Some public restrooms have begun to identify paper towel only containers in the restroom. These paper towel only bins can then be added to the compost waste stream, thus reducing the amount of landfill bound waste. Paper towels that are merely wet, or used for drying hands can be considered compostable by most vendors.

- 9. Action:** Install and label paper towel only containers in bathrooms for composting on routes where compost service is available.

### Actions to decrease food waste

#### FOOD SURPLUS TO COMMUNITIES OF NEED

The 2023 Colman Dock waste audit showed that still edible food frequently ended up directly deposited in the landfill-bound waste stream. How can WSF remove that food waste from going to the landfill? One option would be to separate the food from the non-compostable packaging foil wrapping, so it can get directed to compost. Another option worth studying is how WSF can work with a food bank or some other local community of need to provide them still edible food.

- 10. Action:** Work with Sodexo and jurisdictions to find community partners to make the food surplus to food need connections.
- 11. Action:** Where community partners cannot be located, be sure that unsold food is being properly included in compost waste stream.

### Actions to reduce packaging

#### ZERO-WASTE PACKAGING

The opportunity to switch from current packaging to “zero waste packaging” would decrease current landfill bound waste totals. Zero waste packaging is described as packaging that is reusable, recyclable or compostable; meaning packaging that does not end up as landfill-bound waste.

- 12. Action:** Train WSF Purchasing to acquire products with less packaging and more zero waste packaging, and encourage the use of reusable, biodegradable and/or recyclable supplies.
- 13. Action:** Empower purchasing agents to emphasize reduction, less packaging and nontoxics.
- 14. Action:** Encourage fleet and warehouse to reduce stockpiling and move toward just-in-time ordering and fulfillment.

### Actions to track progress toward zero waste

#### TRACK & MEASURE PROGRESS

Tracking success and adjusting our actions to better progress toward the goal of zero waste is continual. To that end, gaining information/data about the effectiveness of our actions is vital to continued progress. Waste audits provide a deep dive into our current waste management practices and areas to target for improvement. This data is more accurate than our current practice of waste inventories and can help to augment the data from those inventories. In addition, our current practice of waste inventories can be improved by working with our vendors and others to attain better data.

- 15. Action:** Track and measure the Waste Management and Reduction Plan actions.
- 16. Action:** Continue to perform an annual waste inventory.
- 17. Action:** Perform at least an annual waste audit at Colman Dock.
- 18. Action:** Perform annual waste audits at rotating facilities around the system.

**19. Action:** Collaborate with vendors to standardize their reporting of actual volumes for different waste streams and their definitions of the contents of waste streams, such as recycling and compost.

## Actions to pursue funding

### FUNDING OPPORTUNITIES

Some of the actions in this plan will have a cost. Pursuing grants and other options will allow for faster progress.

**20. Action:** Research, identify and pursue grant funding options.

**21. Action:** Build financial support into the agency biennial budget.

## Actions to increase community engagement

### COORDINATE RECYCLING & COMPOSTING WITH JURISDICTIONS

WSF operates throughout the Salish Sea. WSF works with both the vendor and each community to set up services that comply with environmental regulations and best practices. There are a few jurisdictions where recycling or composting are not yet available, but WSF could be a positive influence to help establish such services.

**22. Action:** Collaborate with jurisdictions, community partners and vendors to help establish recycle and compost services.

### INTERNSHIP PROGRAMS

In line with our agency’s workforce development goal and as a way to enlist community support, WSF can create internships focused on the actions in this plan, such as the need to conduct ethnographic research and waste audits.

**23. Action:** Create an internship program to further WSF’s Waste Management and Reduction Plan efforts.

### COORDINATE WASTE REQUIREMENTS WITH NEIGHBORING TRANSIT AGENCIES

Most of WSF terminals operate as transit hubs, connecting with local and regional transit agencies. It can be confusing going from one area that is

controlled by WSF to another portion of the terminal where the waste removal is controlled by a transit agency. For example, at the Mukilteo terminal, Community Transit operates a bus turn-around between the ferry terminal and the train tracks. Sitting curbside on the Community Transit turn-around is a waste receptacle that isn’t labeled and looks nothing like those less than 100 yards away at the Mukilteo terminal. If there were more consistency between neighboring transit hub partners, there might be less confusion for those who are attempting to dispose of their waste. In addition to variances between transportation agencies sharing facilities, there are frequently differences in what neighboring jurisdictions require, and what different contracting vendors are willing to stipulate in their contracts. Standardization of waste stream requirements across jurisdictions, transportation agencies and vendors can lead to waste reduction and system efficiencies.

**24. Action:** Collaborate with neighboring transit hub partners to coordinate waste receptacle consistency.

**25. Action:** Collaborate with local communities to standardize their waste streams and waste disposal requirements.

## What does success look like?

### Where can we go by July 2025?

By the end of the 2023-2025 biennium, by implementing the above actions, we will assess our success in the following ways:

1. **Success:** Reporting reduction and diversion metrics using researched and reliable industry standard metrics.
  - a. Using industry standard metrics to reflect impacts of this plan’s actions and start validated trend lines.
2. **Success:** Waste inventory diversion rate up to 35%.
  - a. Based on the anticipated increase in recycling and the beginning of composting in 2024, by the end of the 2023-2025 biennium, success will be evident by a diversion rate rise to at least 35%.

3. **Success:** Colman Dock waste audit diversion rate up to 35%.
  - a. Increase Colman Dock's diversion rate up to 35% by the end of the 2023-2025 biennium. The verification of this diversion rate through a waste audit at Colman Dock will lend stronger support for the accuracy of our waste inventory of the system.
4. **Success:** Decrease contamination incidents and ensuing contamination fees by 90%.
  - a. Decrease contamination incidents significantly through the development and implementation of clear and concise waste management and reduction communication and education program for the public and WSF staff.
  - b. Combining new, clearly labeled and strategically located receptacles should improve disposal behavior and be reflected in decreased contamination incidents.

## Is this document a finished product?

This is a dynamic document. It will change over time in response to feedback. This document belongs to the agency, no one person or department owns this document. The development of the WSF Waste Management and Reduction Plan was done with input from many areas within WSF. We thank each of the individuals who contributed content to the work and thoroughly expect them and others to continue to provide their expertise.

This document was developed by Seth Stark of the Office of Sustainability and Environmental Services.

If you have questions or comments for the improvement of our waste management program, please share it with us. We anticipate the journey to zero waste will be long and iterative. Our goal in this document is to set off on that journey, to act, to assess and to adjust.

We look forward to hearing from you.

## **APPENDICES**

### **APPENDIX 2023-SEATTLE-COLMAN-DOCK-WASTE-AUDIT-RESULTS-&-RECS,RECOLOGY-KC.**

WSDOT endeavors to create documents which allow access for all the communities we serve. This non-WSDOT document was developed and prepared externally as a single work. WSDOT has no ability to adjust its contents to conform with our own internal access requirements aimed at inclusion and expanded knowledge.





# Washington State Ferries

Colman Dock: 801 Alaskan Way, Ste 52 Seattle, WA 98104

Waste Audit

10/17/2023

Results and Recommendations

Prepared by  
Recology King County

## SUMMARY

On *October 17*, Recology King County (RKC) performed a waste audit for *Colman Dock*.

The audit assessed *1,121.48 lbs.* of material from two waste streams, which was generated by the Bainbridge and Bremerton Ferries from one full day of operation from 5:00 am on 10/16/23 to 2:00 am on 10/17/23.

- ❑ Landfill-bound Garbage: 915.48 lbs.
- ❑ Co-mingled Recycling: 206 lbs.

The objectives of the waste audit were as follows:

- ❑ Determine the composition of Colman Dock ferries waste stream (garbage, recycling)
- ❑ Determine amount and types of single-use cups in both waste streams
- ❑ Identify opportunities for source reduction, reuse, and composting introduction

## PROCESS

On *October 16*, the custodial staff at Colman Dock collected recycling and garbage waste from the ferries from the vessel, dining, and kitchen areas. The waste audit was completed the following day using the process outlined below:

1. Weight measurements were recorded per bag for landfill-bound garbage and co-mingled recycling.
2. Garbage and co-mingled recycling were sorted into the following material types: Trash, recyclables, compostables, and single-use cups. Single-use cups were sorted into a separate category to gather information about the impact of introducing a reuse program for WSF at Colman Dock.
3. Landfill-bound garbage was sorted by three different production areas: General vessel waste, the kitchen, and the dining areas. If a bag wasn't labeled, it was assumed to be general vessel waste. If a bag that was non-labeled looked as if the waste was very clearly produced in another area (kitchen or dining) the waste was sorted and data was recorded in that area.
4. Each material type for each production area was weighed and recorded.
5. *Colman Dock's* current and potential waste diversion rates were calculated using pre- and post-sort material weights



**Colman Dock**



**Washington State Ferries**

## CURRENT WASTE STREAM COMPOSITION

The combined weight of all material streams (garbage, and co-mingled recycling) totaled **1,121.48 lbs.** Of this total, **18.37%** was diverted through the current recycling system at WSF at Colman Dock, while the other **81.63%** was directed toward the landfill (Figure 1). Compost is not currently collected as a separate stream aboard the Colman Dock Ferries.

## Current Diversion Rate

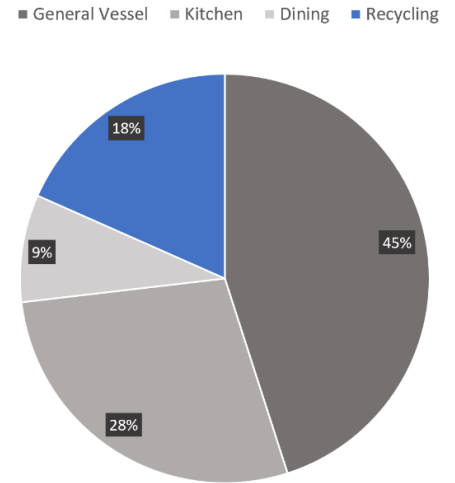


Figure 1. Weights of landfill and co-mingled recycling waste. General vessel, (non-labeled), Kitchen, and Dining labels in grey, are landfill waste. Ex: 45% of total pre-sorted landfill waste was produced by the general vessel area. There were no labels on any co-mingled recycling waste. Percentages are rounded to the nearest whole number.

## LANDFILL-BOUND GARBAGE COMPOSITION

During the audit of landfill-bound garbage, a total of **915.48 lbs.** were assessed. **505.16 lbs.** were general vessel waste, **315.16 lbs.** of garbage came from the Kitchen, and **95.16 lbs.** of garbage came from Dining areas.

**General Vessel Landfill (non-labeled):** Of the general vessel landfill, **39.6% (200.08 lbs.)** was divertible (recyclable, compostable, or single-use cups) (Figure 2). **60.4% (305.08 lbs.)** of the landfill in this area was correctly sorted as trash.

**Kitchen Landfill:** Of the kitchen landfill we sorted, **31% (97.83 lbs.)** was divertible (recyclable, compostable, or single-use cups) (Figure 3). **69% (217.33 lbs.)** of the landfill was correctly sorted.

**Dining Landfill:** Of the dining area’s landfill we sorted, **41.3% (39.33 lbs.)** was divertible (recyclable, compostable, or single-use cups) (Figure 4). **58.7% (55.83 lbs.)** of the landfill in this area was correctly sorted.

**Compostable Materials:** Compostables represent, **21.87%** of total materials currently in the landfill-bound garbage (Figure 5). The majority of compostable material that was found was food waste, paper towels, and commercially compostable coffee cups.

**Recyclable Materials:** 9.2% of all material in landfill-bound garbage was recyclable material (Figure 5).

Landfill-Bound Garbage Composition: General Vessel

■ Trash ■ Recyclables ■ Compostables ■ Single-Use Cups

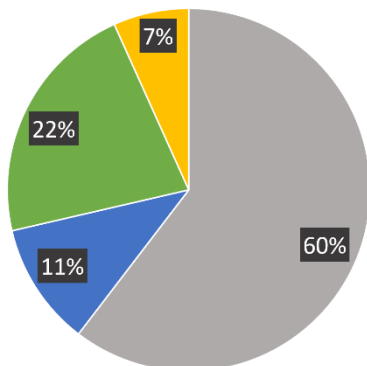


Figure 2. Landfill-bound garbage collected from overall vessel

Landfill-Bound Garbage Composition: Kitchen

■ Trash ■ Recyclables ■ Compostables ■ Single-Use Cups

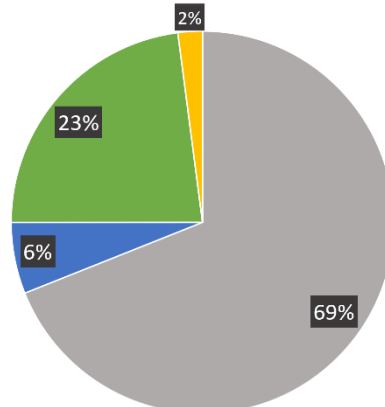


Figure 3. Landfill-bound garbage collected from back of house kitchen

Landfill-Bound Garbage Composition: Dining

■ Trash ■ Recyclables ■ Compostables ■ Single-Use Cups

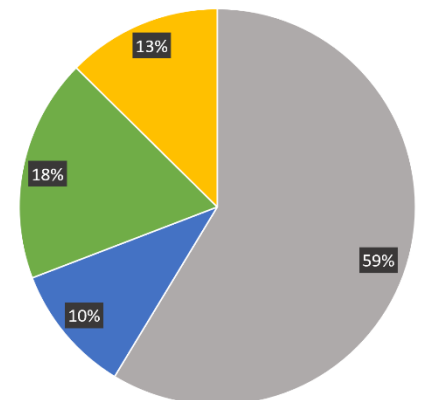


Figure 4. Landfill-bound garbage collected from dining areas

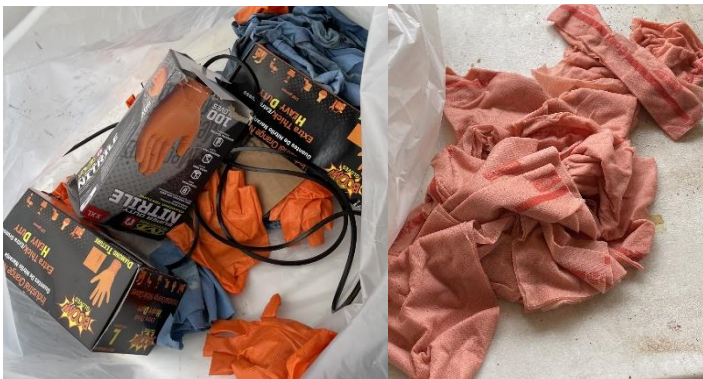
## CO-MINGLED RECYCLING COMPOSITION

**206 lbs.** of co-mingled recycling were assessed during the audit. There were no area labels on any of the co-mingled recycling bags, so all recycling was measured as general vessel waste which includes the dining areas, the back of house kitchen, and general collocated bins around the vessel. **75% (154.5 lbs.)** of the materials in the comingled recycling stream were properly placed materials, while **20.4% (42 lbs.)** were contaminants (non-recyclable material), and **4.61% (9.5 lbs.)** was single-use cups (Figure 6).

Of the incorrectly placed items (20.4% of the overall stream), **16.02% (33 lbs.)** was trash, 9.5 lbs. was plastic bags from janitorial bagging recyclables, and 6.5 lbs. was maintenance specific trash (Figure 6). The remaining **4.37% (9 lbs.)** was compost.

### MOST COMMON CONTAMINANTS IN THE RECYCLING:

- ☒ **Food waste**
- ☒ **Garbage (snack wrappers, plastic film, small plastics, dirty recyclables)**



**Maintenance trash (textile wipes, wires, gloves) in the general vessel co-mingled recycling**

Landfill-Bound Garbage Composition: All Areas

■ Trash ■ Recyclables ■ Compostables ■ Single-Use Cups

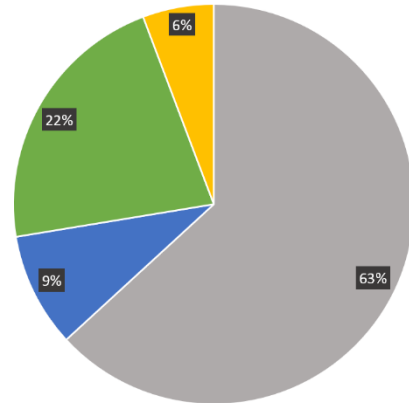


Figure 5. Landfill-bound garbage, all areas combined (General vessel, Kitchen, Dining).

Potential Diversion Rate - Recycle

■ Trash ■ Recycle ■ Compost  
■ Single use cups ■ Maintenance trash ■ Plastic bags

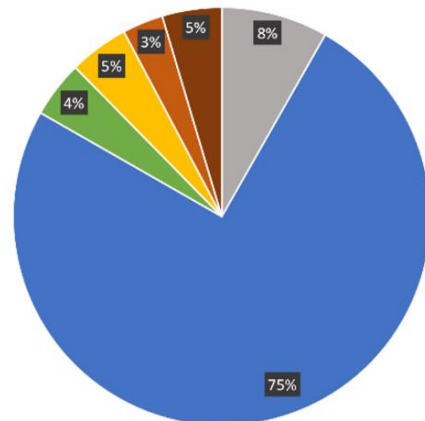


Figure 6. Potential diversion rate of landfill-bound streams (all areas).



**Food in the co-mingled recycling**

## COMPOSTABLE MATERIALS IN COLMAN DOCK FERRIES WASTE

Although there was no independent compost stream to sort through provided by the WSF at Colman Dock, a total of **209.24 lbs.** of compostable materials were weighed and recorded after sorting through the garbage and recycling streams. Compostable materials represent 21.87% of landfill-bound garbage, and 4.37% of the co-mingled recycling streams. This is a significant amount of material and Washington State Ferries at Colman Dock would greatly benefit from re-establishing compost as an active service to divert waste from landfills. Under the Seattle Municipal Code, food is not allowed in landfill-bound garbage disposal within the City's municipal solid waste system. We noticed a large amount of food waste coming from the kitchen area. For example, soups or sauces wrapped in plastic packaging in the trash, hot dogs, burritos, and others wrapped in foil thrown into the trash without separation (Photo Gallery). These were some of the most prevalent compostable items in the garbage and co-mingled recycling:

- Food waste
- Food-soiled paper
- Paper towels/napkins
- Compostable food service packaging



**Food waste wrapped in original packaging in the garbage**



**Kitchen waste wrapped in original packaging. Coffee grounds, soup, sauces, food scraps, etc.**



**Example of un-eaten food that was thrown into garbage (after being unwrapped by our team)**

## SINGLE-USE CUPS IN COLMAN DOCK FERRIES WASTE

Washington State Ferries requested that all single-use cups be sorted into their own material type as part of their effort to understand where the single-use cups originate from and whether introducing reusables would be a good fit for their vessel. Single-use cups included take-out paper or plastic food or drink cups. After sorting, a total of 62 lbs. of single-use cups were measured in both the co-mingled recycling and garbage streams in all areas. Single-use cups were most prevalent in the garbage streams at 52.5 lbs. The general vessel landfill bags had the most single-use cups at 34 lbs. The co-mingled recycling stream had 9.5 lbs. of single-use cups. Single-use cups made up 5.5% of the total waste that was sorted and overall 84.7% of all single-use cups ended in in the garbage stream. There was a significant amount of Café Vita coffee cups, Ivars cups, Pepsi cups, as well as unlabeled clear plastic drinking cups. In addition, there was a mix of both compostable (PLA and paper) and recyclable (PET/PP Plastic or poly-coated paper) single-use cups within these brand-specific categories. Cups used for chowder and soup and some recyclable coffee cups were contaminated with food and not suitable for collection in co-mingled recycling.



**Single-use cups in the co-mingled recycle stream**



**Single-use cups in the landfill dining areas of the vessel**



**Single-use cups in the co-mingled recycling stream**



**Single-use cups in the general vessel landfill bins**

## RECOMMENDATIONS:

The Colman Dock ferries’ current waste diversion rate is approximately 18%. However, data from the waste audit indicates that approximately **46%** of waste could be recycled, composted, or prevented through the introduction of a reusable cup program (Figure 7). The observations from the audit display a need for education about what can be recycled and what can be composted. With proper implementation of these recommendations, we believe the overall diversion rate would be around **46%**. Primary recommendations to achieve this rate include:

□ **Recycling:**

The recycling program for WSF at Colman Dock would benefit from additional education for workers and riders. The current contamination rate is around 20.4% which is much higher than Seattle’s acceptable level of <10%. Major contaminants are plastic film and wrappers, food waste, commercially compostable cups, and non-recyclable food service packaging. If more education initiatives and updated signage were implemented to promote how to dispose of items specific to the ferries’ single-use service ware and waste items most commonly brought on board, contamination would be reduced.

□ **Compost:**

Under Seattle’s Municipal Code, food is not allowed in landfill-bound garbage. To comply with this requirement, WSF at Colman Dock should re-implement a compost collection program. This program will benefit the ferries by diverting a substantial portion of the material currently in the landfill-bound garbage. **209.24 lbs. (18.66% of all waste)** of compostable material were measured in total for both the co-mingled recycling and landfill streams (Figure 7). The Colman Dock ferries have a large opportunity to divert food waste from the BOH kitchen, commercial compostable containers and general food waste from passengers. Providing additional signage informing riders and workers how to properly dispose of compostable takeout containers, food waste, and introducing paper-towel-only stations in the restrooms could reduce compostable material found in the landfill-bound garbage stream. Compost made up **21.9%** of the trash stream in all areas (Figure 5).

□ **Single-Use Cups**

**13%** of landfill-bound garbage from dining areas, and **6%** of waste overall, was single-use cups (Figure 4 & 7). This indicates that reducing use of single-use cups presents a significant opportunity for waste reductions which could provide both economic and environmental benefits for Colman Dock ferries. These ferries would greatly benefit from introducing reusable cups in the cafeteria areas. The data shows that 84.7% of all single-use cups ended up in the landfill streams. Some of the single-use cups are contaminated and not suitable for recycling.

Potential Diversion Rate

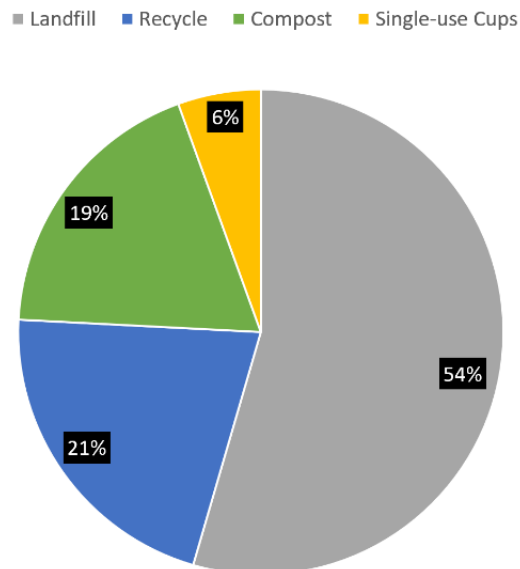


Figure 7. Potential diversion rate post-sort of all streams in all areas.

## DATA

Overall Results:

Weight of Waste by Stream and Production Area	Landfill-Bound Garbage	Recycle
Non-Labeled	505.16	206
Kitchen	315.16	NA
Dining	95.16	NA

Co-mingled Recycling Stream	
Recycle Non-labeled	lbs.
Trash	17
Recycle	154.5
Compost	9
Single-use cups	9.5
Maintenance trash	6.5
Plastic bags (which carried material)	9.5

Landfill-Bound Garbage Stream	
General Vessel (non-labeled)	lbs.
Trash	305.08
Recycle	55.5
Compost	110.58
Single-use Cups	34
	505.16

Kitchen	lbs.
Trash	217.33
Recycle	19
Compost	72.33
Single-use Cups	6.5
	315.16

Dining Areas	lbs.
Trash	55.83
Recycle	10
Compost	17.33
Single-use Cups	12



**Photo Gallery:**



Sauce cups filled with sauce in the BOH Kitchen's landfill-bound garbage



Un-touched food in foil packaging in landfill-bound garbage in the kitchen



Full container of honey, paper towels, plastic film, and wrappers in the kitchen's landfill-bound garbage



Ketchup in plastic container in the kitchen's landfill-bound garbage

# WA State Ferries Colman Dock – Comprehensive Waste Audit



Sauces, soups, and other food waste in plastic bags in the kitchen's landfill bound garbage



Metal cans in the co-mingled recycling stream from all areas of the vessel



Food waste in plastic film, compostable food boats, donuts, and cardboard boxes in the kitchen's landfill-bound garbage



Popcorn bags in the co-mingled recycling stream from all areas of the vessel



Seth Stark from WSF, Pat Kaufman from SPU, Olivia Kirby, Courtney Oklepek, and Joey McGuire from Recology KC, participated in the completion of the waste audit.

**ENGLISH****Title VI Notice to Public**

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**Americans with Disabilities Act (ADA) Information**

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**Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)**

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

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**미국 장애인법(ADA) 정보**

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**русский – RUSSIAN****Раздел VI Общественное заявление**

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**tiếng Việt – VIETNAMESE****Thông báo Khoản VI dành cho công chúng**

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ chối quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phối Trí Viên Mục VI của OECR số (360) 705-7090.

**Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)**

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

**العَرَبِيَّة - ARABIC****العنوان 6 إشعار للجمهور**

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964. ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى و/أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم (360) 705-7090.

**معلومات قانون الأمريكيين ذوي الإعاقة (ADA)**

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) أو عن طريق الاتصال بالرقم المجاني (4232) 855-362-4ADA. يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

**中文 – CHINESE****《权利法案》Title VI公告**

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

**《美国残疾人法案》(ADA)信息**

可向公平和民權辦公室發送電子郵件 [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) 或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

**Af-soomaaliga – SOMALI****Ciwaanka VI Ogeysiiska Dadweynaha**

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyoo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibbaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

**Macluumaadka Xeerka Naafada Marykanka (ADA)**

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraaaya Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.



Washington State Ferries