

**WEST
WASTE**

ANNUAL REPORT

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PART 1

Foreword



BY COUNCILLOR BASSAM MAHFOUZ CHAIR OF THE AUTHORITY

I am very pleased to provide this introduction to the Annual Report of the West London Waste Authority. As the first chair of the new administration I would like to thank the previous members of the Authority for their contribution to the efficient and low cost provision of waste management services to our six Boroughs in West London for many years.

The new administration faces unprecedented challenges in planning our future services. The requirement to move away from landfill and embrace new technologies and ways of working, to deliver in area waste treatment services with less environmental impact, to realise the value of waste as a resource for the manufacture of new materials or the generation of renewable energy at a cost affordable to our residents will require both long term vision and commitment. I know that the new members of the Authority will be as excited as I am by this challenge. I hope this Annual Report and Statement of Accounts will be a useful source of information about the Authority.

A handwritten signature in blue ink, appearing to read 'Bassam', with a long, sweeping underline.

Councillor Bassam Mahfouz
23 June 2010

PART 2

Introduction

- 2.1. The West London Waste Authority (WLWA) is a statutory authority established on 1 January 1986 to undertake the waste disposal functions set out in the Waste Regulation and Disposal (Authorities) Order 1985 made under the Local Government Act 1985 Section 10. It undertakes the waste disposal function for six boroughs in west London. These boroughs are responsible for the collection of waste in their areas. The Authority is composed of one Councillor from each of the six constituent boroughs: the London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond-upon-Thames. The Authority normally meets five times each year. Additionally, there are regular liaison meetings between officers of the Authority and officers of the constituent boroughs.

- 2.2. The WLWA's administrative area covers a population of 1.4m and an area of 38,000 hectares across the six London boroughs. The main administrative offices of the WLWA are situated at Mogden, Isleworth, and the Authority operates three waste transfer stations that accept waste before transport to final disposal. The Authority employs 86 staff headed by the Director. The work of the Authority requires close co-operation with the constituent boroughs in the matters of waste recycling and disposal policy and operational arrangements. The Authority and constituent boroughs have agreed a Joint Waste Management Strategy, which was updated in 2009. The Authority is also responsible for setting in place appropriate performance management and internal control systems.

- 2.3. In addition to its full time Director, the Authority has three other part time chief officers - the Clerk, Treasurer and Chief Technical Adviser, who also are full time officers employed in the constituent boroughs. Through these borough-based chief officers, this arrangement enables the Authority to receive support in specialised areas from boroughs' staff as follows:
 - London Borough of Hounslow - legal, technical, personnel, property and valuation advice, committee administration;
 - London Borough of Harrow - advice and full support on all accountancy and financial management matters (financial advice, budgets, final accounts, financial systems etc); creditor payments; internal audit; exchequer services; payroll.

- 2.4. The WLWA is primarily financed by an annual levy on the constituent boroughs. The 2009-2010 levy was £43,718,250. The levy for 2010-2011 is £48,641,000. Other income is generated from sources such as charges paid by the boroughs and by businesses for the disposal of trade waste. Estimated expenditure for 2009-2010 is £55,451,000 which is mostly related to waste disposal contracts with the private sector.

PART 3

Authority Services

3.1. The Authority has statutory responsibilities to provide:

- Facilities for the receipt and recycling or disposal of the waste which is collected by the six constituent boroughs;
- The transport and disposal of the waste which the constituent boroughs receive at their civic amenity sites; and
- The storage and disposal of the abandoned vehicles which are removed by the constituent boroughs.

3.2. Overall in 2009-10 the Authority and its constituent boroughs dealt with a total of about 692,000 tonnes of waste. Of this total some 157,000 tonnes was recycled, 89,000 tonnes was composted, and the remaining 446,000 tonnes was sent for disposal, nearly all to landfill. Comparisons over the last four years are shown in the following Table 1:

TABLE 1	2006-07	2007-08	2008-09	2009-10 *
	Tonnes	Tonnes	Tonnes	Tonnes
Total waste	796,000	773,000	733,000	692,000
<i>Of which</i>				
Recycling & Reuse	116,000	131,000	139,000	157,000
Composting	62,000	71,000	84,000	89,000
Energy Recovery	3,000	3,000	1,000	11,000
Landfill	603,000	555,000	485,000	396,000
Materials Recovery Facility	13,000	13,000	25,000	39,000

* Provisional figures

3.3. The following paragraphs give more detail in relation to the three main service areas:

Arranging facilities for the receipt and recycling or disposal of the waste that is collected by the six constituent boroughs.

3.4. In 2009-2010 the boroughs collected a total of 565,000 tonnes¹ of waste. The majority of this waste was from households. The remainder was a combination of waste from commercial premises and waste arising from the cleaning of streets and open spaces.

3.5. Of the total 565,000 tonnes, the boroughs recycled some 111,000 tonnes² mostly through arrangements made by the boroughs themselves. 71,000 tonnes were delivered for composting through arrangements

¹ This includes all the waste that boroughs collected for recycling, whether collected directly from households or from mini recycling centres. It also includes all kitchen food and garden waste that was collected from households for composting but does not include garden waste deposited for composting at civic amenity sites that is included in the section concerning civic amenity sites below.

² See note 1. This tonnage is the total of all the boroughs' recycling. It includes recyclables collected through "doorstep" recycling

funded by the Authority, and 383,000 tonnes were delivered for disposal to the Authority's sites or sites arranged by the Authority. Comparisons over the last four years are shown in the following Table 2:

TABLE 2	2006-07	2007-08	2008-09	2009-10 *
	Tonnes	Tonnes	Tonnes	Tonnes
Borough collected waste	628,000	627,000	606,000	565,000
<i>Of which</i>				
Recycled & Reused	88,000	105,000	110,000	111,000
Composted	44,000	53,000	68,000	71,000
Disposal	481,000	455,000	416,000	383,000

* Provisional figures

3.6. In addition to the waste delivered to its sites by the boroughs, the Authority's sites last year also received 8,000 tonnes of commercial wastes delivered by the private sector for which charges were paid.

Arranging the transport and disposal of the waste that the constituent boroughs receive at their civic amenity sites.

3.7. In the Authority's area, the constituent boroughs are responsible for arranging the provision of civic amenity sites for residents to deposit their waste. Some of these civic amenity sites also take in trade waste and borough-collected waste. The Authority is responsible for arranging the transport and disposal of the waste received at these sites except for the waste the boroughs recycle.³

3.8. There are nine civic amenity sites. The boroughs operate seven of these (either directly themselves or through contractors) for which the Authority arranges transport and disposal through contracts with the private sector. Two are operated by the Authority on behalf of boroughs.

3.9. In 2009-2010 the waste sent for disposal from civic amenity sites totalled about 76,000 tonnes. Of this, householders deposited 39,000 tonnes; 18,000 tonnes was trade waste; and 19,000 tonnes was borough-collected waste. Additionally the Authority arranged the transport and composting of 18,000 tonnes of green waste received at civic amenity sites and 46,000 tonnes was recycled. Comparisons over the last four years are shown in the following Table 3:

TABLE 3	2006-07	2007-08	2008-09	2009-10 *
	Tonnes	Tonnes	Tonnes	Tonnes
CA site disposal waste	150,000	127,000	106,000	76,000
<i>Of which</i>				
Brought by householders	88,000	73,000	59,000	39,000

from households, and also recyclables delivered by the public to mini recycling centres.

³ The arrangements described in this paragraph set out the division of responsibilities that the constituent boroughs and the Authority have agreed to apply notwithstanding an anomaly in the law which also gives the Authority a legal duty to arrange the provision of civic amenity sites in parallel to the similar legal duty given to the boroughs. The Government has announced its intention to change the law to remove this anomaly so that the duty to provide civic amenity sites is given exclusively either to the Authority or to the boroughs. A Government consultation on this is awaited, though Government has already indicated its intention to give the duty to the Authority.

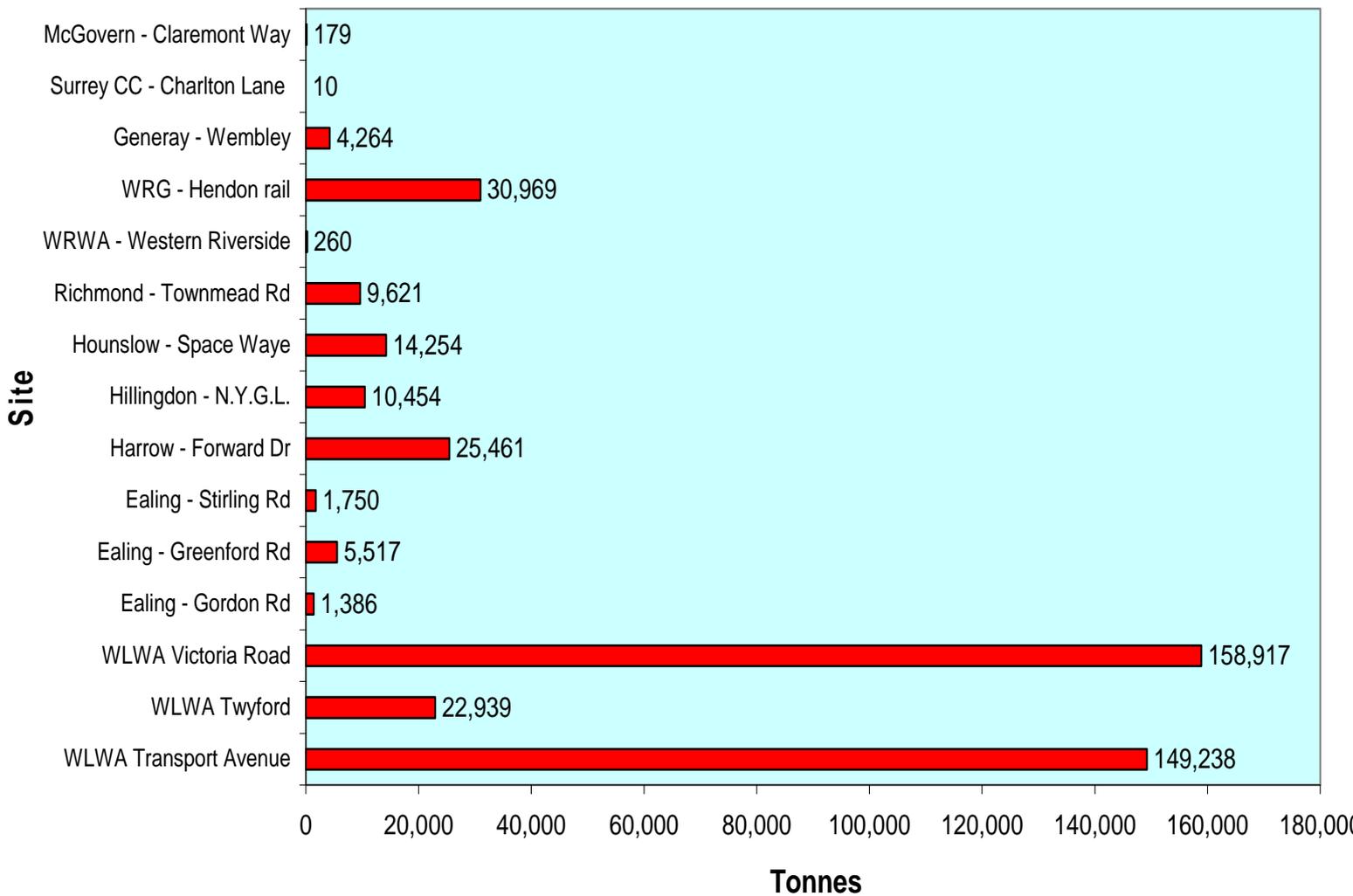
Trade waste	34,000	27,000	24,000	18,000
Borough collected	28,000	27,000	23,000	19,000
CA site recycled & reused	27,000	26,000	28,000	46,000
CA site composted	18,000	18,000	17,000	18,000

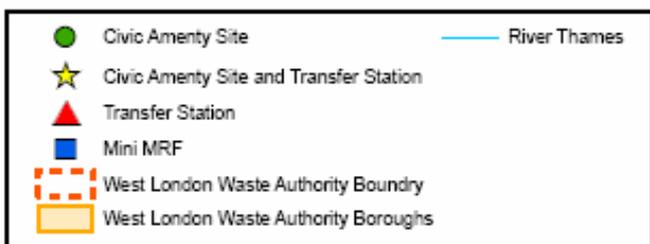
* Provisional figures

Where the waste was dealt with

3.10. The following Chart 1 shows the distribution of disposal waste tonnages between the various sites that were used in 2009-2010. The map on the next page shows the location of these sites.

Chart 1 - Waste disposal sites & tonnages 2009-2010





3.11. It will be seen from Chart 1 that most (some 71%) of the waste for disposal was delivered to the two rail transfer stations that the Authority operates at Transport Avenue, Brentford, and Victoria Road, South Ruislip. At these two sites the waste is compacted into ISO containers and loaded on to the railway and then taken by the Authority's rail transport contractor, DB Schenker Ltd, for final disposal to landfill sites operated

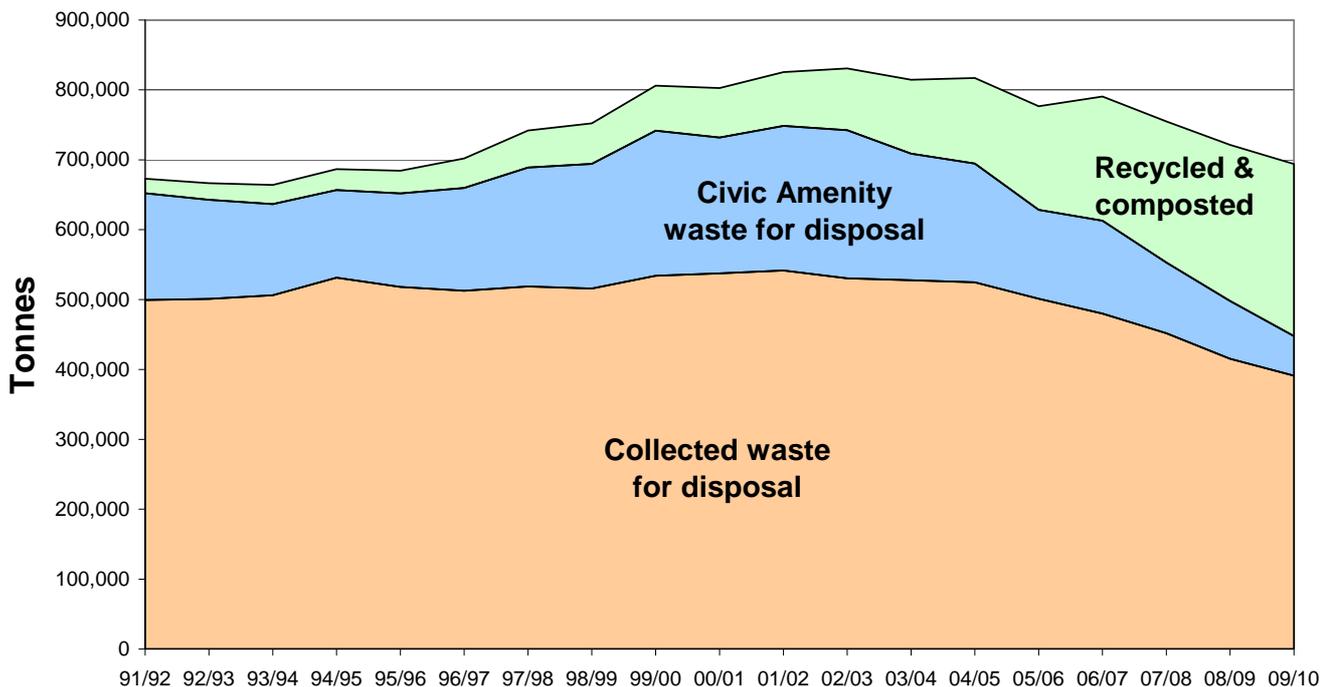
by Waste Recycling Group PLC. Transport Avenue's waste was disposed of at Sutton Courtenay, Oxfordshire, and Victoria Road's waste was disposed of at Calvert, Buckinghamshire. Additionally, Transport Avenue receives borough collected green waste and green waste transported in from civic amenity sites, and this is shredded and sent by rail for composting also at Sutton Courtenay. Last year Transport Avenue despatched over 33,000 tonnes of green waste for composting.

- 3.12. Nearly all of the rest of the disposal waste was taken to landfill in Bedfordshire. Some 21% was transferred through the Authority's Twyford transfer station and the boroughs' civic amenity sites where the Authority has contracts with private sector waste management companies to transport the waste by road to landfill. The remaining 8% was delivered to private sector operated transfer stations where the Authority had made arrangements, and then transported by road or rail to landfill largely in Bedfordshire.
- 3.13. Due to the need to divert biodegradable waste from landfill (see Part 4) all of the constituent boroughs provide separate collections for organic waste. Whilst the collection systems vary from borough to borough the Authority put in place contracts last year for the treatment of 9,600 tonnes separately collected food waste by anaerobic digestion at the BioGen Greenfinch plant in Northamptonshire. In vessel composting is available for co-collected food and garden waste, and separately collected garden waste at West London Composting Ltd's facility at Harefield where nearly 39,000 tonnes was treated in 2009-10. Finally as mentioned above separately collected or civic amenity deposited garden waste is sent for windrow composting at a number of outlets, primarily via the WRG at Sutton Courtenay which allows for economic bulk movement of green waste on the same train as the residual waste., 2007 saw the implementation of the Waste Electrical and Electronic Equipment (WEEE) Regulations that led to increased separation and recycling of WEEE of which some 4,900 tonnes was recycled last year, including over 27,000 fridges and freezers.

Waste tonnage trends

- 3.14. Chart 2 shows historic trends for the six WLWA boroughs' wastes.

Chart 2 - Borough waste trends

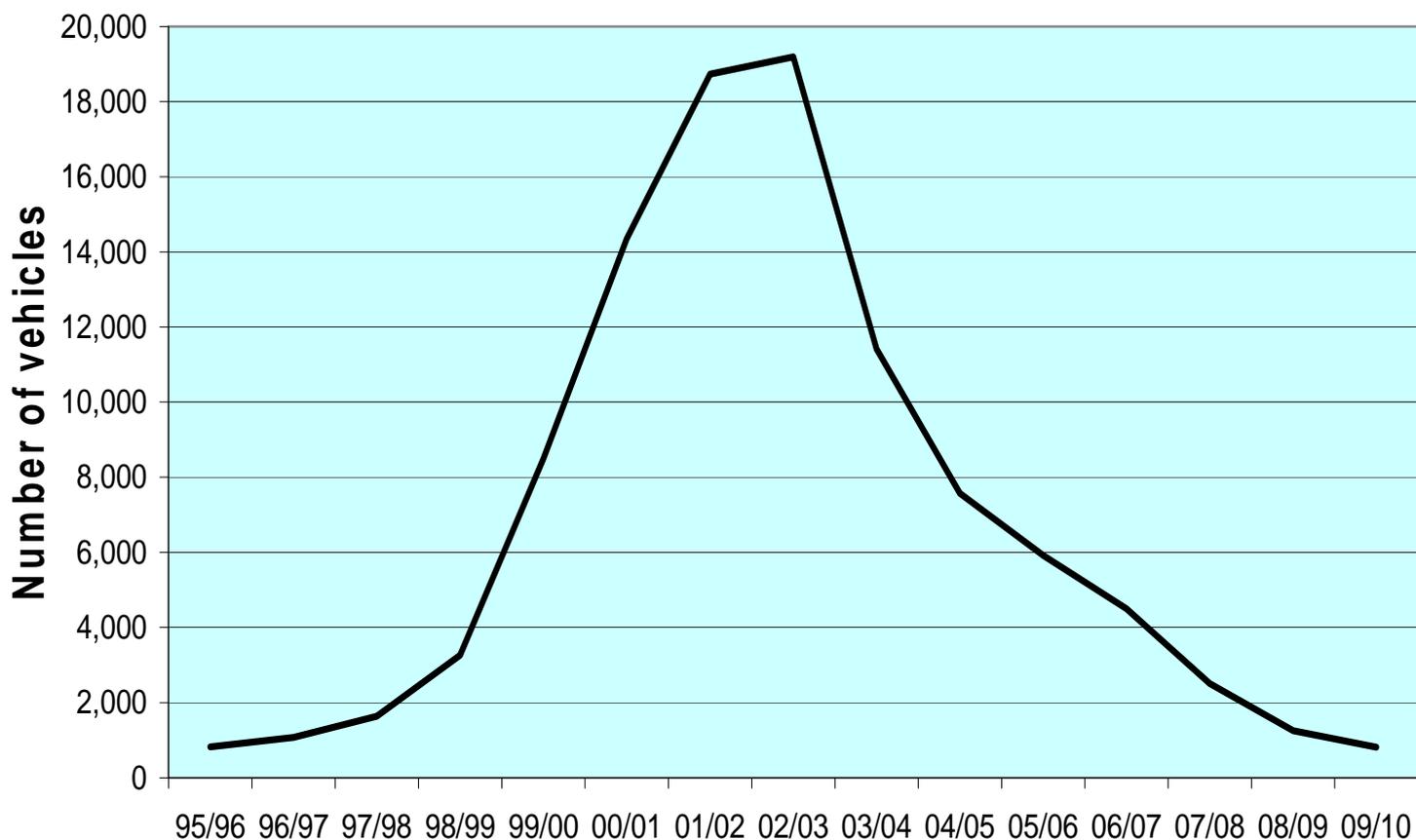


- 3.15. For many years the long term trend was for municipal waste tonnages to grow annually by some 2% to 3%. When the Authority came into existence in 1986, the total annual waste for the six constituent boroughs was only 520,000 tonnes. By 2002-2003 the annual total had grown to 830,000 tonnes, an increase of 310,000 tonnes or almost 60%. However, as Chart 2 shows that growth has levelled off and in fact in more recent years, and total tonnages actually have been falling – down last year to 692,000 tonnes. This is partly due to increased environmental awareness of residents, a move to lighter weight packaging, but perhaps most significantly the impact of the economic recession of the past 18 months. The growth in recycling and composting shown is also noteworthy, increasing over tenfold from 21,000 tonnes in 1991-1992 to 246,000 tonnes in 2009-2010.

Arranging the storage and disposal of the abandoned and surrendered vehicles that are removed by the constituent boroughs.

- 3.16. The constituent boroughs have a duty to remove vehicles that appear to have been abandoned and also to collect end of life vehicles (ELVs) that are surrendered by their owners. These vehicles are delivered to the Authority for storage and/or disposal. The Authority undertakes this work through a contractor. The great majority of these vehicles are in poor condition and are delivered for immediate crushing, recycling and disposal. Any vehicles that are in better condition are stored until the boroughs have completed statutorily prescribed ownership enquiries. These enquiries generally result in a few cases in the owner paying a fee to reclaim the vehicle, but the great majority are not reclaimed and are disposed of.
- 3.17. The number of vehicles the Authority has to deal with has varied greatly over the years. This is largely due to fluctuations in the price of scrap metal. In the late 1990s a downturn in the scrap metal market resulted in a twenty-fold increase in the numbers of vehicles being abandoned to be picked up by the boroughs and delivered to the Authority's contractor. In 2002-2003 over 19,000 vehicles were dealt with. Prior to that date the average annual figure was about 1,000. However, a recovery in scrap prices since then has caused numbers to steadily fall. These fluctuations in numbers over the years are shown in the following Chart 3. In 2009-2010 the Authority arranged the disposal of 818 vehicles.

Chart 3 - Numbers of abandoned and surrendered vehicles



- 3.18. Over recent years, the EU End of Life Vehicles Directive has been brought into UK law in stages. Principally, this requires higher standards of disposal for ELVs to protect against pollution of the environment and higher levels of recycling, and for ELVs to be disposed of through arrangements made by, and at the expense of, vehicle manufacturers. Although the latter obligation came into force on 1 January 2007, continued high scrap metal prices have continued to fund the disposal of virtually all ELVs without the manufacturers being called upon to arrange disposal under their statutory duty.

PART 4

Objectives and Improvement Priorities

Efficiency and economy

- 4.1. The Authority aims to provide its services in the most efficient and economical manner possible, making the best use of its own assets and of other available facilities in the public and private sector. The great majority of the Authority's work is carried out on its behalf by the private sector partners through contracts widely advertised and won by competitive tendering.

Giving a speedy, reliable and flexible service

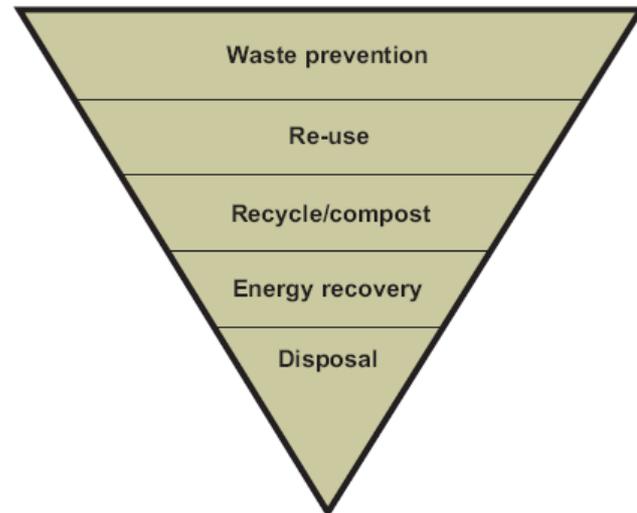
- 4.2. In parallel with efficiency and economy, a prime concern has been to recognise the environmental importance to the public of the boroughs' refuse collection services. Accordingly, a key objective for the Authority has also been to ensure that the boroughs are offered a swift turn around for their collection vehicles at the disposal point. This includes providing a reliable disposal service that has adequate flexibility and capacity to cope with periods of peak inputs following bank holidays and with problems that inevitably arise from time to time from plant failures, exceptional weather conditions and suchlike.

Safeguarding the environment

- 4.3. The Authority also ensures that, both at its own sites and through its contractors, all its own functions are carried out in an environmentally sound way. Under the site permitting and 'Duty of Care' provisions of the Environmental Protection Act 1990, all the Authority's waste responsibilities – receipt, transfer, transport and disposal - are tightly regulated to minimise harm to the environment and are subject to inspection and enforcement by the Environment Agency. The fact that most of the Authority's waste is transported by rail has a particular environmental benefit in reducing heavy lorry movements on the roads and thereby reducing air pollution and road congestion.

Future direction, sustainability and the National and Mayor's Waste Strategies

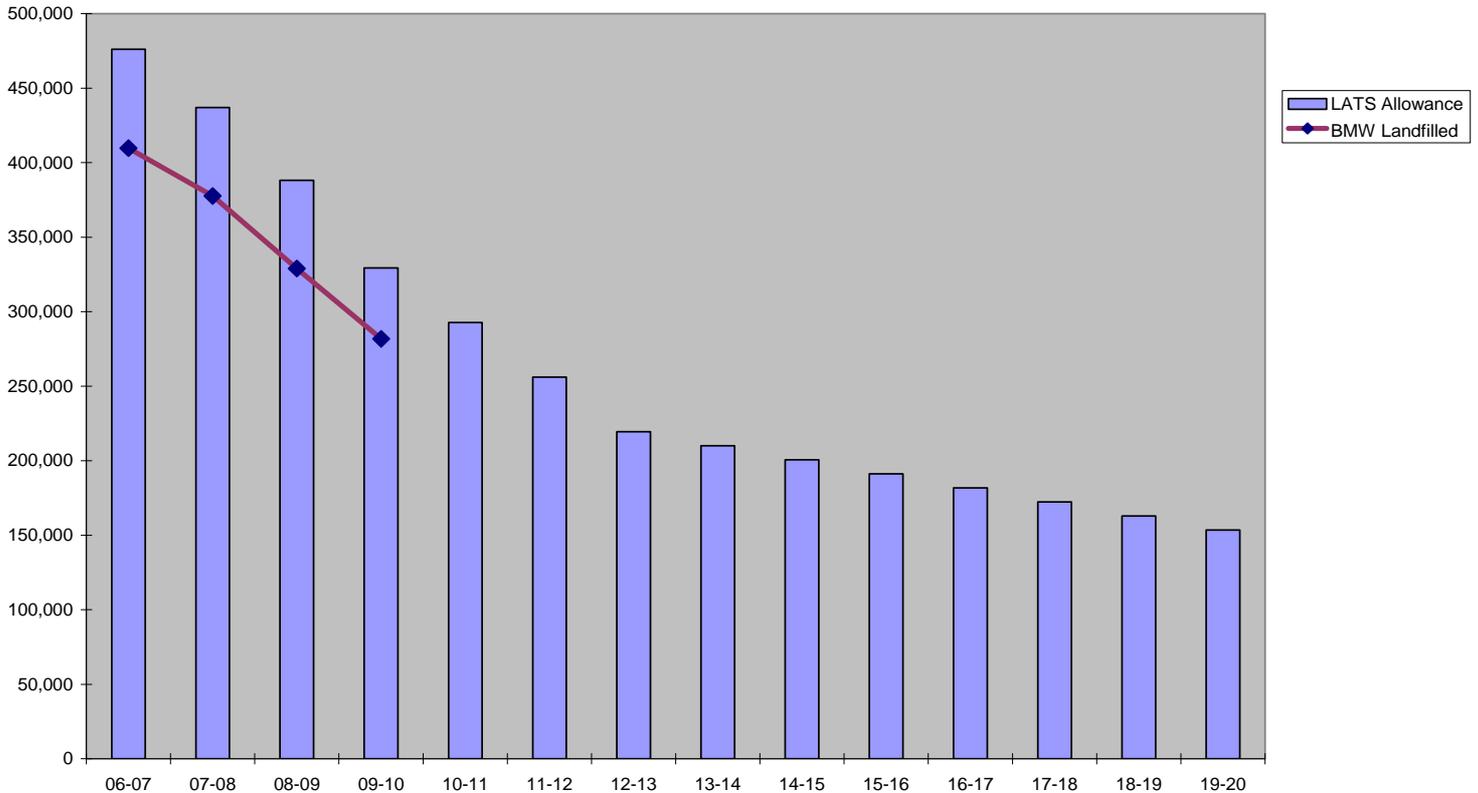
- 4.4. In recent years the Authority and its constituent boroughs, in consultation with each other, have begun to focus on the need to re-orient waste collection and disposal in accordance with greater environmental sustainability and the Government's national waste strategy. This involves seeking to move waste management upwards in the Government's waste hierarchy (shown on the right), with prevention, re-use and recycling/composting being prioritised ahead of energy recovery and with energy recovery being sought ahead of the last resort of disposal.
- 4.5. As well as the environmental considerations underpinning the waste hierarchy, making waste management arrangements also involves consideration of the Government's principle that waste should generally be disposed of in one of the nearest appropriate installations.



- 4.6. In the Greater London area, the national waste strategy is supplemented by the Mayor of London's municipal waste strategy with which individual waste authorities are statutorily required to act in accordance in carrying out their functions. The national waste strategy was revised and updated in 2007 and a revision of the Mayor's strategy is in progress. A key issue is to achieve compliance with the European Landfill Directive that requires a progressive reduction in the amount of biodegradable municipal waste (BMW) that may be disposed of to landfill. The proportion of municipal waste that is biodegradable is approximately 68%.
- 4.7. The Waste and Emissions Trading Act 2003 provides the UK legal framework for compliance with the Landfill Directive. The Act has introduced a rationing system for the amount of BMW that may be sent to landfill. Starting in 2005-2006, each waste disposal authority is permitted to landfill a progressively reducing amount of BMW. If the allocated allowances are exceeded in any year, an authority must either buy additional allowances from other authorities that have surplus allowances or pay penalties to the Government at a rate of £150 per tonne of BMW. The use of landfill has additionally been made economically less attractive by the Government's decision to increase the Landfill Tax to £40 per tonne in 2009-10 and to increase it to £72 in annual steps of £8 per tonne.

4.8. Compared to last year's use of landfill, the Authority's annually reducing allocation of allowances to landfill biodegradable waste is shown in the following chart 4.

Chart 4 - Allocated BMW Landfill Allowances



4.9. Since the start of the scheme the Authority has had sufficient allowances for the amount of waste landfilled. Estimating the potential financial effects of the landfill allowance regime is hugely problematic. It is impossible to know, or even to forecast with any expectation of accuracy, what the market price of allowances may be. Moreover, until the situation arises, it also is impossible to know how strictly the financial penalties in the scheme will be applied given that the Secretary of State has a wide discretion. However, it seems reasonable to proceed on the assumption that substantial costs will arise if allowance allocations are exceeded and the chart shows the need for the reshaping of the Authority's waste management services for the longer term.

4.10. To address these challenges, in 2005 the Authority and its constituent boroughs adopted, after consultation the West London Waste Authority joint municipal waste management strategy (JWMS). The strategy set out the framework for change and managed implementation of new services. Since adoption of the West London Waste Authority JWMS there have been a number of changes at national and European level. In 2009-10 the JWMS was updated to reflect changes at a national level, and an Addendum agreed. Further updating will be required following completion of the Mayor for London's waste strategy later in 2010 and to take into account proposed changes to the UK's achievement of the EU Landfill Directive that could see significant changes to the Landfill Allowance Scheme and proposed banning from landfill of certain types of waste. The Government are currently consulting on these proposals.

Recycling and composting

4.11. In the past the Authority and the constituent boroughs have been successful in bidding for substantial grants from the Government-financed London Recycling Fund. These grants assisted with improvements to increase recycling at civic amenity sites. And especially they have enabled boroughs to develop the collection of green garden waste and other biodegradable waste for composting to keep it separate from the waste that is sent for disposal at landfill, which will help to achieve the diversion of biodegradable waste from landfill that is required by the EU Landfill Directive. A facility for the receipt and shredding of green waste is available at WLWA's waste transfer station at Transport Avenue, Brentford, where the shredded green waste is packed into containers and despatched on the railway for composting in Oxfordshire. To provide a direct incentive to boroughs to divert waste from landfill, the Authority provides financial rebates for biodegradable

waste that is separated for composting. Part 3 in this report above records the increases that were achieved in recycling and composting in 2008-2009.

- 4.12. Building on these developments, the key priority will be to continue to make progress with the implementation of the action plans in the joint municipal waste strategy particularly to achieve greater diversion of waste from landfill by working with the constituent boroughs to increase recycling and composting.
- 4.13. In 2009-2010 the Authority worked in partnership with the boroughs to examine opportunities to increase recycling and diversion from landfill of specific waste streams. The performance of the Civic Amenity sites across the area in terms of percentage of waste diverted from landfill varies from 40% to 80%. A review of best practice was commenced to try to ensure more consistent high performance whilst reducing operating costs and improving customer service.
- 4.14. Whilst many of the constituent boroughs are among the top performing in London in terms of recycling and composting, they are all seeking further improvement. In particular street cleansing arisings, bulky waste and residual waste from flats were identified as priorities for improvement. Providing front end recycling services to these areas is very difficult and potentially disproportionately costly. The Authority therefore carried out trials of secondary sorting of this waste both at its own facility and at a commercial site arranged via WRG. The Authority has hired sorting equipment which it operates itself at Twyford waste transfer station. Street cleansing, bulk waste and some residual waste from civic amenity sites has been successfully sorted with this equipment with the cost of the operation more than covered by the savings on landfill costs. In 2010-2011 the Authority will investigate the provision of similar facilities at its other waste transfer stations.
- 4.15. For the sorting of residual waste from flats which includes a significant proportion of food waste which cannot be practically sorted at the Authorities sites a commercial "dirty MRF" has been used. A six month trial of approximately 4,000 tonnes of waste took place. The trial was successful in diverting up to a further 25% of waste (as either recycling or refuse derived fuel for energy from waste) that would otherwise have gone to landfill, but raised some issues particularly around auditing of results and additional cost. As a stand alone treatment process the cost of dirty MRF processing is comparable to energy from waste, however it has the environmental benefit of recovering the embedded carbon benefit of additional recycling. The use of dirty MRF processing in the future will need to be considered on a wider economic basis to include the avoided costs to the boroughs of introducing additional kerbside recycling collection services.

Diversion of residual waste from landfill

- 4.16. As well as increasing recycling and composting, there also is a need to significantly increase the proportion of the remaining residual waste that is diverted from landfill. The Authority completed a procurement exercise in 2008-09 which sought to put in place treatment process for 110,000 tonnes of biodegradable waste.
- 4.17. The Authority has entered into a 25 year contract with Viridor Waste Management Ltd for treatment of residual waste at Lakeside energy from waste plant at Colnbrook. From 2009/10 25,000 tonnes of residual waste will be processed via this plant with tonnages increasing to 45,000 tonnes in 2014/15 and 96,000 tonnes from 2015/16 onwards. This contract will assist the Authority in meeting both its short and long term LATs targets.
- 4.18. The medium term LATS position remains a concern. There were no acceptable tenders for the balance of waste available. Fortunately a combination of declining waste tonnages due to the current economic recession and improved borough recycling will mitigate the short term impact of LATS but the announcement of a three year continuation of the £8 per tonne landfill tax escalator means that landfill tax rather than LATS penalties will become the key driver in the future.
- 4.19. **Future Developments**
- 4.20. To address the long term implications of LATS and the landfill escalator the Authority has begun to prepare for the procurement of new waste treatment contracts, preferably using new or existing facilities within the area of the Authority or other parts of London. The Authority in partnership with the boroughs will look to work with the Mayor for London and the London Waste and Recycling Board along with other private sector partners to develop the optimum solution for its waste minimising the environmental impact and maximising waste as a resource at a realistic and affordable cost for the residents of West London. The development and adoption by the boroughs of the new spatial development strategy for waste, the West London Waste Plan will be vital in achieving this goal.

PART 5

Performance Indicators

- 5.1. Like most local authorities, the Authority has been subject to the 'Best Value' framework established by the Local Government Act 1999. This has included a requirement to calculate and publish every year a range of government defined Best Value Performance Indicators (BVPIs).
- 5.2. Most of the statutory Best Value framework has now been repealed by the enactment of the Local Government and Public Involvement in Health Act 2007, which has introduced a new statutory performance regime in England and which includes a greatly slimmed down set of national performance indicators.
- 5.3. For the Authority from now on this means that the previous 15 BVPIs are reduced to only three new National Indicators (NIs)
 - The amount of residual household waste per head;
 - The amount of household waste recycled and composted; and
 - The amount of municipal waste landfilled.
- 5.4. An important element of Best Value was to be aware of how other local authorities are performing. With the other five statutory joint waste disposal authorities (the three in London - the East London, North London, & Western Riverside waste authorities - and the Greater Manchester and Merseyside waste authorities), the Authority participates in a 'benchmarking club' which facilitates the exchange of information.
- 5.5. Table 6 below shows the Authority's NIs for 2009-2010 alongside those published by the other statutory joint authorities, though many differences in their circumstances mean that, in the absence of further information, a degree of caution should be applied when using these NI figures for comparison purposes.
- 5.6. At the time of drafting this report audited National Indicator data for 2009-10 is not available for inclusion, but the Authority's unaudited data has been included for information. The data for the other JWDAs is 2008/9. This report will be up-dated when out-turn and audited data becomes available.

TABLE 6: 2008 - 2009 National Indicators - ALL JOINT WASTE DISPOSAL AUTHORITIES

BVPI	Description	West London 2009/10	East London	North London	Western Riverside	Greater Manchester	Merseyside
NI 191	Residual household waste - kg per household	621.84	840.04	633.49	550.99	733.75	779.52
NI 192	Percentage of household waste sent for re-use, recycling and composting	38.04%	23.19%	26.76%	27.59%	31.58%	33.35%
NI 193	Percentage of municipal waste landfilled	62.67%	44.10%	29.17%	78.44%	58.81%	63.48%

These figures are from WasteDataFlow 2008-09

Joint Authority	Constituent councils
West London Waste Authority	London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow, & Richmond upon Thames
East London Waste Authority	London Boroughs of Barking & Dagenham, Havering, Newham, & Redbridge
North London Waste Authority	London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington, & Waltham Forest
Western Riverside Waste Authority	London Boroughs of Hammersmith & Fulham, Kensington & Chelsea, Lambeth, and Wandsworth
Greater Manchester Waste Disposal Authority	Borough Councils of Bury, Bolton, Manchester, Oldham, Rochdale, Salford, Stockport, Thameside and Trafford.
Merseyside Waste Disposal Authority	Borough Councils of Knowsley, Liverpool, St. Helens, Sefton and Wirral

PART 6

Conclusion

This Annual Report is being made available to the constituent boroughs, the general public and interested parties. Further copies will be available on request from Mr. T. Welsh, Clerk to the West London Waste Authority, Civic Centre, Lampton Road, Hounslow, and Middlesex, TW3 4DN or by email to mike.smith@hounslow.gov.uk. They also will be obtainable from the Authority's website at www.westlondonwaste.gov.uk. Further information on the activities and financial information of the WLWA may also be obtained from:

Operational Activities

The Director,
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www.westlondonwaste.gov.uk

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