**City Renovation Co. Interview**

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| **Topic** | **Key Takeaways** |
| Waste Collection | * 63 employees in total covering 2 shifts.   + A large portion are part time employees used to cover those who go on vacation. * 19 vehicles   + 7 for residual   + 12 for recyclables   + All compact trucks. Urbaser is the only company that uses Mobilsug and crane cars as they won the contracts for both operations in the city. * 9 cars run on certified biogas while the last 10 run on diesel (the contract written with CityRenovation allows the use of diesel trucks) * As a business, CityRenovation would prefer trucks running on diesel. Reliable/cheaper. * The compactors are electric and run on battery. The system automatically switches to run on the engine when the batteries are dead. Collectors can’t switch themselves. * Resident decides how often they would like their waste to be collected. Municipality issues what days of the week to collect to the collectors. * The only difference recently is they collect cardboard every week. * Households for residual are collected up to 6 times a week. * Most of the time it is 3 times a week. * Clean trucks, not that often, but if it has to be done they do it at night. They have done it during the day but try to avoid that (waste of collection hour time). |
| Union | * 3F is the name of the union all of the waste collectors/airport workers are apart of. * The Union agreement is essentially the same for all three companies. * The agreement is 900 bins max for just their salary. If they go over they offer overtime pay (950, one pay raise, 1000 two pay raise, 1200 three pay raise). * Max is 1250 bins to collect. * “It’s cheaper to give them overtime for going over.” * There’s union deals all across Denmark. This deal is only for Copenhagen union workers. |
| Waste Routing Planning | * Similar to Urbaser, CityRenovation uses BatchGeo to plan their routes and a similar process. * The CityRenovation route grouping process does more analysis when creating a route. * The process for creating a route for CityRenovation follows these steps:   + Separate the area into small groups   + Go through bin data from these regions and delete/add more as necessary.     - Pivot tables could be utilized to assist with this to go in accords with the union agreement.   + Inspect with drivers     - “The more you can get the drivers to wrap their heads around the work, the more successful your route will be.” |
| Waste Routing Planning (Districts, drivers, rules) | * The drivers navigate the routes, the planners just assign the areas to be collected. It is easy to group routes in Østerbro than Nørrebro.   + The streets are narrower and collection points are closer in Nørrebro. |
| Waste Routing Execution (navigation, GPS, systems) | * “Most of the drivers have been driving the same route for around 5 years.”   + Any changes in the routes are communicated to the driver who can make adjustments. * In the event of a part time employee trying a different route, they will issue either a printed picture of the route or issue them a tablet to use on the route. This will include the points of where to collect. All of the drivers know the city well enough to get to the point, however if necessary the points are connected to Google Maps which they can use for navigation as well. * They do use a system to track the drivers. It was made specifically for CityRenovation and is called PoolTorp. It is very similar to TraffiLog which is used at Urbaser. |