2016 Excellence Award Entry

Collection System

Navy Whidbey Recycle

3485 N. Langley Blvd.
Oak Harbor, WA 98278

Naval Air Station Whidbey Island

Michael G. Grant, ISWMP Operations Manager michael.g.grant@navy.mil
Oliver L. Elam, ISWMP Assistant Manager oliver.elam@navy.mil
360-257-5481

Title: Navy Whidbey Recycle: Innovative Collection Processes
Population: 10,000
Commodity Rate: $267/ton
Budget FY16: $2,090,000

ZEROWASTE
Reduce, Reuse, Recycle & Compost

NAS WHIDBEY ISLAND
EXECUTIVE SUMMARY

Naval Air Station Whidbey Island (NASWI) is the leader in electronic warfare, patrol and reconnaissance training and supports multi-platform operations through flexible, sustainable and modern facilities that adapt to changing technology. The installation is an environmentally responsible community partner.

Navy Whidbey Recycle (NWR) provides Integrated Solid Waste Management (ISWM) support services to the station. NASWI provides fleet, fighter and family support to over 10,000 personnel in 46 departments and tenant commands at three locations on Whidbey Island.

NWR has evolved from its beginnings in 1990 as a small recycling operation to now providing outstanding waste management services and promoting source reduction, recycling and re-utilization and maintaining a 70% average waste diversion rate over the past 10 years.

The ISWM program has made significant progress in improving collection system efficiencies by employing new technologies, personal ingenuity, reducing costs and improving the health and safety of employees involved in the collection process.
History of the Program

The NASWI Integrated Solid Waste Management (ISWM) program was implemented and has been identified as an innovative and leading system in the area of solid waste management in the Navy. ISWM operations incorporate recycling, composting, and re-utilization of solid waste collection and disposal.

Navy Whidbey Recycle has maintained a 70% average recycling or waste diversion rate for better than 10 years and has been recognized with numerous awards for outstanding recycling and waste management practices.

In fiscal year 2015, 617 tons of waste were composted, 3634 tons recycled, and 1592 tons landfilled.

Navy Whidbey Recycle (NWR) began as a small operation in 1990, increasing in size and scope with each year of operation. An EPA mandate required closure of the base-operated landfill in 1993 to protect an adjacent sole source aquifer. With the closure of the landfill and progressive federal orders and directives, waste management, including enhanced recycling and re-utilization, became key elements of service to the station. By 2000, Navy Whidbey Recycle added composting to the operation to include five in-vessel digesters for composting food and yard waste generated on the air station. In 2005 the program innovation continued adding three more in-vessel digesters to compost bio-solids generated by the Navy-owned wastewater treatment plan.

NWR has evolved with the industry over the years, continuously looking to adopt new methods, best practices and processes to improve recycling and waste re-utilization. As more modern equipment became available, NWR looked for system efficiencies to reduce processing time, labor effort and to improve worker safety in the area of hazard exposure and ergonomics.

NWR continually shares ideas and networks with other recycle centers, vendors and recycling associations for continuous process and program improvement.

IN-VESSEL COMPOSTING

A unique feature and key element for the success of the program has been the operation of an in-vessel composting program. Due to the weight of compostable material, the ability to create compost significantly increases the annual solid waste diversion rate. Organic materials such as non-marketable paper products, food waste from the commissary and food service facilities, wood chips from shipping pallets, and yard debris or green waste are mixed in vessels with air and temperature regulation to produce high quality compost. The compost operation is permitted and monitored by the WA State Department of Ecology and Island County Health Department.
The NWR team accomplishments stand out as employee-driven innovation, continuous process improvement to reduce program costs, enhance employee safety, meet environmental compliance standards and grow the recycling ethic thru outreach and education. Significant improvements have been made to the collection process using in-house design effort to reconfigure collection containers and vehicles providing significant benefits to employees and customers while reducing over-all program cost.

Collection System Design and Technology

Services Provided
The ISWMP is managed by the Operations Manager with an in-house workforce of 14 personnel. The NWR team provides material collection, sorting, preparation for shipment, and daily operations of the in-vessel composting operation. NAS Whidbey serves several locations including Ault Field, Sea Plane Base, and the Outlying Landing Field (OLF) in Coupeville. The NWR primary mission is to provide waste management services to the entire air station. NWR provides support for 9 aircraft hangars and over 90 support facilities. Collection service is provided at strategic locations to collect paper, cardboard, plastic, cans, glass, metal, and wood. The waste stream characteristics include: mixed office paper, beverage containers, food waste, cardboard, printer cartridges, packaging materials, wood (pallets and skids), scrap metal, lead acid batteries, fluorescent lamps, used oil, strapping material, cooking oils and grease, steel cans, and compostable food contaminated paper products.

Key Elements of Collection System Design
NWR collection system design has evolved over time improving on older technologies and practices and incorporating new equipment and techniques in more efficient ways. The basis of the collection system design is to utilize similar bins and containers for multiple collection purposes and multiple commodities. The other key element of the collection program is to use vehicles that are configured to service and collect the entire array of collection containers. Material collection is based on hook lift and chain roll off systems compatible with the majority of collection bins. With a single truck, an operator can load, unload or change collection bodies without leaving the cab of the truck. This drastically increases efficiency, productivity and safety while reducing operational costs of collection. In 1999, NWR received its first hook lift truck along with two 20 yard bins and a flatbed attachment. Soon after receiving our first truck we appreciated the versatility of the unit and realized that that it could be used as a multifunctional vehicle. NWR now has 3 hook lift trucks and one chain lift truck that have improved and streamlined the collection process. All of the trucks are equipped with scales to improve material tracking, backup cameras to align hooks, and safety strobe lights to alert pedestrians of danger. The trucks are also equipped with an auxiliary hydraulic connection to run equipment such as a packer attachment, compost pick up bin, and hydraulic pressure washer. This auxiliary equipment reduces ergonomic stress on workers manually performing this work and improves sanitation in the compost collection process.
Operational Changes
In past years, the recycling material collection was picked up by two multi stop vans with lift gates and three full time employees. This method of collection was very labor intensive and could take all day to pick up the base. A new curb sorter (KANN) truck was purchased which enables one person to do the same job with less physical stress due to hydraulic lifts that dump totes weighing up to 300 pounds. Our labor costs were reduced and work was completed in half a day. Another collection trailer used for manually collecting wheeled totes was replaced with newer innovative containers that serve multi-functions. Vehicles have also been replaced and consolidated with hook-lift and chain-lift drives that also provide multi-functionality reducing annual equipment cost.
Innovative 6-Bay Recycling Containers

One of NWR most recent design changes in our collection process began with the innovation, design and implementation of the 6-Bay recycling container. Working on a government naval air station comes with unique challenges. One challenge is keeping the runways and flight line clear of Foreign Object Debris (FOD). FOD on the flight line can cause millions of dollars in damage to aircraft and is a major concern for air operations. The flight line is swept 5 days per week by a street sweeper, and flight line personnel walk the flight line on a weekly basis and can pick up several pounds of debris to include rocks, nuts, bolts, pens, trash and more.

Since FOD concerns prohibited the staging of recycle collection containers on the flight line, past collection procedures involved staging recycling stations inside the hangers. With space in the hangars needed for maintenance functions, equipment and materials, it was a challenge to find space for the recycling stations. Wheeled recycling collection totes competed for space in the hangar and were staged by aircraft, maintenance materials and other equipment. Recycle totes were wheeled out and picked up or dumped into larger collection bins (paying strict attention to the release of FOD on the flight line).

Innovation came 2010 when the NWR team developed an in-house design for a FOD-free bin that could be placed outside the hangers. Members of the team recognized FOD concerns and using past knowledge and experience with metal fabrication, designed a specific container that could be located outside the hangar on the flight line. The 6-Bay was designed and specified by NWR personnel and sent out for construction using the fleet logistic center supply contract service and put into operation in 2011.

The 6-Bay is a six compartment container with gravity doors for the loading of recyclable material by the customer placing the responsibility of FOD on the customer and not the recycle team. Each of the six bays has a 2 yard container that is filled with recyclable material. When the customer calls or the 6-Bay is scheduled for pickup, an empty 6-Bay is taken to that location and changed out for the full one so the truck is never empty reducing trips, travel time, fuel, and maintenance. When the full 6-Bay arrives at recycling warehouse, the 2 yard containers are removed by a rotating head forklift and dumped for sorting. Empty 2 yard bins are replaced and the 6-Bay and is ready for the next customer.
The innovation, design and implementation of the 6-Bay provided more space inside the hangars for aircraft maintenance and the capacity for collecting recycle materials were staged in more strategic locations outside the hangar which solved the FOD concern on the flight line. The 6-Bay also reduced the amount of physical labor required to collect recyclables and reduced time associated with collection and processing recycling materials.

Next Innovation - 5 Yard Multi-purpose Bins
With the success of the 6-Bay collection station, the NWR team recognized another problem in the area of collection. The issue centered on scrap metal collection and the bins staged for users to deposit scrap metal. The bins did not have covers, a violation of environmental storm water regulations, and also required a specialized vehicle for collection.

In 2014 the team designed a new covered collection bin that could be used for a variety of materials. This multi-purpose collection bin could also be delivered and collected with an existing vehicle that did not require the operator to have a Commercial Driver License (CDL). The team completed another in-house design and provided the drawings and specifications to contract construction of 50 five yard multi-purpose recycling containers. These innovative containers have a sealed rear door, solid one-piece lockable plastic lid, interchangeable flip-up commodity identification placards and can be collected with various vehicles. These containers were received in 2015 and are now a staple of the recycling collection program.

Innovative Multi-Purpose Collection Bin

Typical Flightline Recycle Station

The innovative 5 yard multi-purpose collection bin solved environmental storm water concerns, utilized existing collection equipment and reduced the workload of CDL licensed equipment operators since they can be collected by standard no-CDL vehicle. They also reduced the quantity and variety of collection containers required for the program and allowed for disposal of the old metal bin collection vehicle.

Vehicles and Equipment
The selection and replacement of collection vehicles and equipment has taken place over several years and is designed to reduce costs, improve worker ergonomics, safety, and process efficiency. Vehicles have been chosen to provide multi-function capability, redundancy and consideration for reduced exhaust emissions.
The KANN truck is a diesel hybrid which reduces exhaust emissions, improves worker ergonomics by lifting and dumping 300 lb. totes, and reduces time and labor required for material collection.

The Peterbuilt hook lift truck is a Tier 4 diesel comes with a flat bed and packer attachment for cardboard collection. The hook lift packer attachment provides for easy collection of customized cardboard collection bins and can also be used as a backup for the KANN truck. The old method of collecting cardboard was very labor intensive and physically demanding on workers because it required manually loading and unloading containers. A smaller hook lift truck principally used for the 5 CY multi-purpose bins where maneuvering and staging concerns exist in smaller areas can be operated without a CDL is another innovation derived by the team.

The Freightliner chain lift truck was specifically designed and selected with and inside and outside rail system giving it a multi-functional capability. The inside rail system is used for moving and dumping larger containers such as the in-vessel compost containers and large roll off containers. The chain lift truck is the only vehicle that can pick up these style containers because of the placement of the pickup loop and the location of the rails. In addition, 16 garbage compactors can also be collected by the chain lift truck.

The Penta Mixer compost collection vehicle is also a Tier 4 low emission vehicle. Compost is collected using a hydraulic chain driven tote dumper. Totes are dumped into the truck bed with a low profile twin screw mixer to mix the compostable material. The mixer was specified to contain a hydraulic driven pressure washer and onboard water tank to clean dirty totes and improve sanitation. Compostable material is collected on a daily basis with a weekly average of feedstock collection of
23,500 pounds. The feedstock is then taken back to the compost site and mixed with wood chips in the truck before being loaded into the in-vessel compost bins. The Penta mixer truck is equipped with scales to allow for precise mixing of compostable material, wood chips and green waste to provide just the right composting recipe for high quality compost. Air flow and compost temperature are controlled and monitored for a minimum of 14 days to create the finished compost. Finished compost is sold in bulk or used throughout the base for beautification projects.

**Biosolid Compost**

Approximately 18,000 pounds of biosolids are picked up for composting twice a month from the Navy owned and operated wastewater treatment plant (WWTP). Dewatered biosolids from the WWTP are collected in a roll off box with a sealed door and taken to the compost site for processing. Composting biosolids reduces the cost of disposal by over 50% from conventional methods. Finished biosolid compost is only used on station for landscaping and beautification projects.

**Cooking Oil Containers**

To reduce oil spills and improve process efficiency, NWR purchased six cooking oil containers that meet the latest EPA standards for used oil storage CFR 40-279.22. Containers are double-wall waste oil tanks with 110% secondary containment. Safety features include an automatic overflow shutoff to help prevent spills. Containers are lockable, weather resistant and will not rust, chip or dent. Used cooking oil is purchased and refined to make biodiesel, a renewable and sustainable product.

**Environmental Controls and Regulatory Compliance**

NWR is permitted as an Intermediate Solid Waste Handling and a Composting Facility. NWR operates in compliance with all applicable state, federal regulations.

**Regulatory Requirements**

Executive Order 13693 - Planning for Federal Sustainability in the Next Decade
OPNAVINST 5090, Chapter 28 - Environmental Readiness Program Manual, Solid Waste
COMNAVREG NW 5090.5 - Integrated Solid Waste Management and Qualified Recycling Program
NAS Whidbey Island 5090.9E - Solid Waste Management and Resource Recovery Program
Performance, Economics & Cost-Effectiveness

Performance
Presidential Executive Orders and DOD instructions require installations generating more than one ton of solid waste to develop an ISWM and Qualified Recycling program with an annual goal to divert 50% of solid waste from the landfill. The NAS Whidbey ISWM program has consistently exceeded this goal and maintained an average 70% recycling or waste diversion rate for better than 10 years. Keys to maintaining this diversion rate include constant evaluation of the waste stream identifying key points of generation and strategically locating collection sites to improve recycling. Another strategy employed to sustain high performance is to limit the quantity of refuse or garbage containers on base. Most of the refuse dumpsters are locked with keys only provided to the base janitorial service contractor. Limiting access to refuse containers encourages individuals to use conveniently located recycling bins. Scales on vehicles and in the processing warehouse provide consistent data to track waste generation by commodity for shipment to recycling product vendors. The historical solid waste diversion percentages shown in the Table below reflect a consistent, well-run and efficiently managed program. Personnel in the program are highly motivated and proud of their accomplishments.

<table>
<thead>
<tr>
<th>FY</th>
<th>Population</th>
<th>Recycle</th>
<th>Landfill</th>
<th>Total</th>
<th>Diversion</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>9,450</td>
<td>3,070</td>
<td>1,689</td>
<td>4,759</td>
<td>65%</td>
</tr>
<tr>
<td>13</td>
<td>8,600</td>
<td>4,322</td>
<td>1,343</td>
<td>5,665</td>
<td>76%</td>
</tr>
<tr>
<td>14</td>
<td>9,300</td>
<td>3,575</td>
<td>1,990</td>
<td>5,565</td>
<td>64%</td>
</tr>
<tr>
<td>15</td>
<td>9,400</td>
<td>3,634</td>
<td>1,592</td>
<td>5,226</td>
<td>70%</td>
</tr>
</tbody>
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Source Reduction
Green Procurement is defined, by DoD policy, as the “purchase of products and services in accordance with ‘green’ procurement preference program.” Environmentally preferable affirmative procurement (using EPA’s designated products) remains an integral part of the NASWI purchasing program, as does purchasing materials that produce less waste and materials that are easy to recycle.

Reutilization
The Department of Defense has a formal reutilization program managed by the Defense Reutilization and Marketing Service (DRMS). DRMS provides access to exceeded material to government agencies...
for reutilization. In order to ensure high levels of reutilization, DRMS must classify excessed items as worthless before that can be recycled or disposed by the ISWM program.

Program Cost and Economics
The ISWM program is a non-profit operation where the total cost of the program is divided by the tons of waste generated to yield a commodity rate in $/ton. This rate includes the total cost to collect, process, and sell commodities to vendors, produce organic compost, and to collect and dispose of refuse or garbage. Commodity rates are determined 2 years in advance and are adjusted either up or down, depending on program costs, recycle revenue, and tons of waste generated to maintain a zero net gain over time. The current commodity rate in FY16 used for customer billing is $267/ton.

The commodity rate has been relatively consistent over the past few years as program efficiencies have been employed to reduce costs and to maintain a stable workforce. Lease and maintenance cost of equipment and vehicles dropped by reducing in the number of vehicles required to provide waste management services. However, cost of new collection containers, controls systems for the in-vessel compost system and other supplies have put upward pressure on the commodity rate. The balance of investing in new technologies and innovative process improvements will help to stabilize the commodity rate in the long term.

As a qualified recycling program (QRP), revenue collected from the sale of recyclable commodities is used to offset regional program costs or to procure materials and equipment needed to sustain or improve the program. Variations in commodity sales revenue are typical due to volatility in commodity market prices and can vary significantly depending on overall economic conditions. Below are tables representing the total quantity of commodities sold in FY15 and the historical average commodity sales revenue received per ton of commodity sold over the past 4 years. The tables show that average sales revenue can vary dramatically and has ranged from $71 to $116 per ton depending on commodity market conditions.

<table>
<thead>
<tr>
<th>FY15 Recycle Tons</th>
<th>QRP Revenue by FY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commodity</strong></td>
<td><strong>Tons</strong></td>
</tr>
<tr>
<td>Plastic</td>
<td>89</td>
</tr>
<tr>
<td>Cooking Oil</td>
<td>30</td>
</tr>
<tr>
<td>Used Oil</td>
<td>113</td>
</tr>
<tr>
<td>Glass</td>
<td>92</td>
</tr>
<tr>
<td>White Paper</td>
<td>155</td>
</tr>
<tr>
<td>Yard Waste</td>
<td>158</td>
</tr>
<tr>
<td>Bio-solids</td>
<td>180</td>
</tr>
<tr>
<td>Food Waste</td>
<td>416</td>
</tr>
<tr>
<td>Metal</td>
<td>528</td>
</tr>
<tr>
<td>Cardboard</td>
<td>811</td>
</tr>
<tr>
<td>Wood</td>
<td>1062</td>
</tr>
</tbody>
</table>
Refuse collection and disposal services are contracted to the base maintenance service BOSC contractor. Based on the FY15 landfill disposal quantity (1,592 tons) and the BOSC contracted amount to provide the service ($455K), the cost to dispose of a ton of garbage in a landfill is $286/ton. Note that this is 7% higher than the commodity billing rate of $267/ton.

The commodity billing rate is established to fund the entire ISWM program including composting, recycling and refuse disposal. The higher cost of landfill disposal has the effect of increasing the average commodity billing rate showing that the cost to reduce, recycle and reuse is cost-effective and the right thing to do.

Continuous Process Improvement Keeps the Program on Track

- Improve waste characterization by better monitoring and weighing of solid waste.
- Provide continuous process evaluation for collection, sorting and processing of materials to improve worker health/safety and improve processing efficiency.
- Investigate additional markets for plastics recycling to expand commodities accepted and sold.
- Enhance recycling sales revenue by better grading of paper products, plastics and non-ferrous metals.
- Enhance compost collection program with additional containers, sanitation equipment, disinfectants, more frequent pick-up schedules, and customer (generator) involvement.

Safety

The safety of our people is paramount. An energetic, proactive Safety and Occupational Health program with personal leadership of all managers, supervisors and employees is essential to the overall quality of life of military and civilian personnel. Our safety culture ensures that operational risk management (ORM) is fully integrated in all on-duty and off-duty decisions. Our safety culture reflects the value we place on taking care of each other to ensure we remain safe every day. NWR daily muster includes safety discussions where employees are encouraged to discuss safety issues from the previous day. Non-routine job tasks always involve a safety discussion lead by the team leader or supervisor along with a weekly impromptu safety talk form the Command Safety Manager. Formalized monthly safety talks are also a requirement and are recorded in the on-line Enterprise Safety Applications Management System (ESAMS). ESAMS is a web-based safety management system that enables us to standardize our safety program by providing training resources, recording mishaps, keeping medical monitoring records and tracking safety deficiencies.

Typical ESAMS training topics regularly discussed and reviewed by all personnel:


All mishaps and injuries must be reported and documented in ESAMS. Every mishap and Near Miss incident is reviewed by the entire local and senior Chain of Command where it is evaluated, lessons
learned are discussed and resultant controls are put in place to avoid future mishaps. Managers, Supervisors and Employees are held fully accountable for the safety of the work center through this process. Mishap Review Boards (MRB) are implemented for any mishap where lessons learned require a process change and in those cases involving lost time or limited duty. As a result of this process several innovations have been developed in work procedures and multiple modifications have been made to equipment and tools.

NWR is continually using new ways of communicating safety awareness throughout all levels of the command. Some of the various methods of safety promotion and communication include flat panel displays, Plan of the Week, Safety web-portal postings, safety meetings, all-hands safety bulletin boards, safety “Brown Bags,” and distribution of safety meeting minutes.

Employee Driven Safety Program
The Employee Driven Safety Council (EDSC) is a grassroots effort by employees to exchange safety ideas and create a safe working environment. All employees in the Public Works Department are welcome to attend and address any unsafe conditions that they notice in the work environment. The goal is to work with all levels of management to create an environment where people openly recognize safety concerns and their importance in society. The EDSC drives the safety culture by consistently correcting safety deficiencies, providing feedback to employees and recognizing top performing safety employees and work centers. NWR has been a key participant in the EDSC and has received numerous awards for their proactive approach to safety.

Occupational Safety and Health Administration (OSHA)
NWR has adopted OSHA’s Voluntary Protection Program (VPP). In the VPP, management, labor, and OSHA establish cooperative relationships at workplaces that have implemented a comprehensive safety and health management system. NWR has become a STAR safety site. This program provides recognition for employers and employees who demonstrate exemplary achievement in the prevention and control of occupational safety and health hazards the development, implementation and continuous improvement of their safety and health management system. NWR has recently received these awards:
• 2012 STAR Safety Award
• 2013 Safe Work Center Recycle Conveyor Team
• 2014 Command Wide Re-Certification as a STAR Safety Site
• 2015 Safe Work Center Recycle Team

Public Acceptance, Appearance and Aesthetics

Aesthetics
Facility maintenance and cleanliness is valued and honored by all NWR staff. Visitors to the facility constantly comment on the cleanliness and appearance of the recycle warehouse and compost facility. Interior and exterior cleaning of the facility is done on a continuous basis by the NWR staff in order to
maintain a sanitary and safe environment for both employees and customers. Equipment and building maintenance is provided by Base Operations Support Contract (BOSC) on a scheduled or call in basis. Facility deficiencies are either corrected by the staff or submitted to the BOSC for correction. In 2015 a significant effort was put forth to clean and organize the yard outside the recycling warehouse. A special project performed by the staff included planting flowers using our compost material to make the facility more aesthetically appealing and promote the benefits of composting.

Collection site signage has been updated to a flip up placard style design on the entire stock of roll off bins. Standardized flip up placards look good, are easy to change, and lessen customer confusion. With a simple flip, each placard can be changed to mixed metal, clean wood, plastic, cardboard, paper, etc., with a blank panel to write in a name for unusual commodities. The placard system eliminates hand written signage or stickers and improves usability of collection containers for different commodities.

NWR vehicle and equipment operators are responsible for the cleanliness of their equipment. Trucks are pressure washed weekly at the transportation depot in an environmentally compliant wash rack or spot cleaned using the on board pressure washer on the compost mixer. The pressure washer on the compost mixer is also used to clean totes use for compost collection. Dirty water, paper and food waste is dumped into the compost mixer truck and is added to the compost feed stock thus reducing what goes to landfills.

**Education, Promotion and Community Relations**

Education and outreach are the key elements of the program that motivate our community to reduce, reuse and recycle. NWR strives to build a strong sense of community throughout departments and commands at NAS Whidbey and in the local community. We encourage all individuals to recognize the benefits of recycling and contribute to the recycling effort. All aspects of base activities from major construction projects to family based youth activities are supported by NWR to establish a culture of recycling, source reduction and reutilization.

NWR staff act as liaisons to base departments and commands to establish a program for recycling education, performance monitoring and feedback. A network of command representatives are involved with NWR staff in an effort to promote and increase recycling within their division. Navy Whidbey Recycle maintains a year round calendar of educational events and outreach programs that help our patrons apply recycling practices in their daily lives.
During April 2015, we hosted 10 different Earth Day Activities including our popular annual Dumpster Dive event, also known as a waste characterization study. For this event NWR personnel randomly select 5 dumpsters on base and take them to the recycling facility. Teams throughout the base are solicited to sort thru a dumpster and see how much of the content could have been recycled. This activity gives participants a better understanding of the amount of recyclable materials in an average dumpster. Teams find out that typically 90% of the content in their dumpster could be recycled. The 2015 Dumpster Dive produced 735 pounds of recyclable materials that would have ended up in the land fill. Results of earth day events are reported in the base newspaper.

Throughout the year NWR personnel provide tours of the material processing warehouse and compost facility to school groups, scouting groups, college groups and other interested members in the community. In addition site visits are regularly conducted to give air station departments and commands ideas to help increase their recycling and compost rates. NWR personnel believe that education is vital to taking care of our planet and continuously strive to grow outreach programs improving awareness about resource recovery and helping our community understand the importance of reducing, reusing and recycling.

Navy Whidbey Recycle holds active memberships in the following organizations:

- United States Composting Council (USCC)
- Washington State Recycling Association (WSRA)
- Solid Waste Association of North America (SWANA)
- National Recycling Coalition (NRC)
- Washington Organics Recycling Council (WORC)

**Awards**

Over the years, Navy Whidbey Recycle has won a number of national, regional and military awards. Highlights of the awards received include five Keep America Beautiful first place awards; ten awards from Washington State for outstanding recycling and composting practices, two Best Federal Employee Team awards.

Navy Whidbey Recycle has been presented with multiple awards for excellence in recycling, paper handling, and composting and green government practices from the Department of Defense, the Chief of Naval Operations, the Commander in Chief, United States Pacific Fleet, and the Secretary of the Navy.