

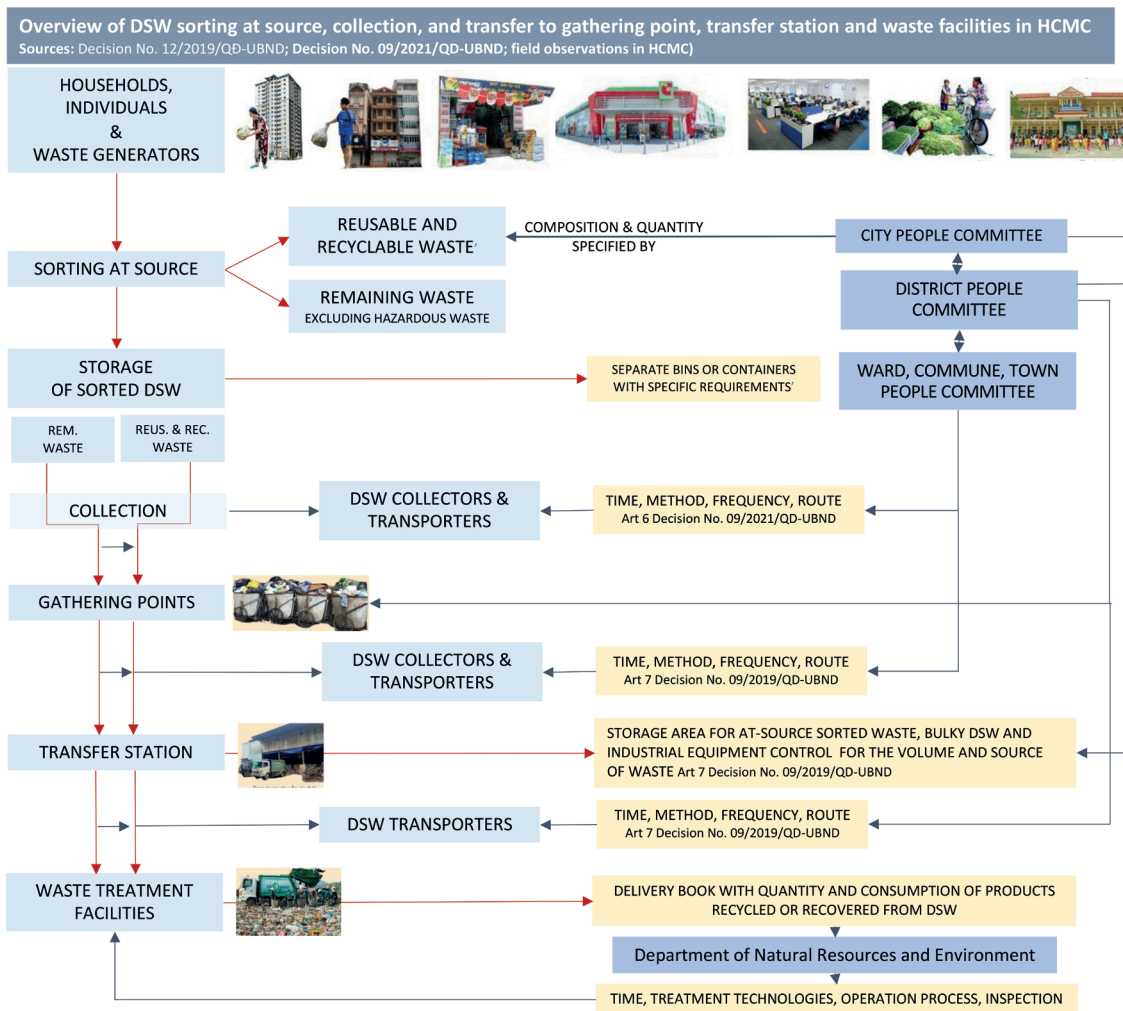


HOW IS THE DOMESTIC SOLID WASTE ORGANIZED IN HCMC?

Objective

This factsheet presents the practical organization of the domestic solid waste (DSW) management in Ho Chi Minh City (HCMC), based on the legal documents and from field observations.

1. OVERVIEW OF DSW ORGANISATION, BASED ON THE LEGAL DOCUMENT ON DSW MANAGEMENT



Source: Decision 09-2021-QĐ-UBND; Décision 12/2019/QĐ –UBND Decree No. 09/VBHN-BTNMT.

Focus on the waste sorting at source

(Article 5. Sorting and Storage of Domestic Solid Waste of the decision No. 09/2021/QĐ-UBND)

Individuals, households, and domestic solid waste generators shall **sort their DSW** into the following two groups:

- a) **Reusable and recyclable waste.**
- b) **Remaining waste** (excluding hazardous waste generated from households and waste generators).

DSW sorted at source must be stored in separate packages (bags) or containers (bins), with signs indicating the type of waste according to current regulations.

Focus on DSW collectors and transporters from source point to gathering station

(Art 6 Decision No. 09/2021/QĐ-UBND)

– Who can be DSW collectors and transporters to provide at-source collection services?

DSW collectors and transporters can be **individuals and businesses** with up to 10 (ten) employees to develop the scale of operation into a type of enterprise or cooperative under the regulation (art 6.1.g). They should ensure sufficient human resources, specialized vehicles and equipment.

– How is the at-source DSW collection route, time, frequency and method organized?

It must be organized and rearranged based on the principle of **optimizing the collection distance and volume**, and ensure an **effective connection** between at-source DSW collection and transportation. The minimum frequency of collection is **once a day** for densely populated areas, industrial parks and export processing zones, and is every **1-2 days** in sparsely populated areas.

In practice, individuals, households, and DSW generators can either directly hand over the waste or leave DSW containers available in front of the house, waiting for the DSW collectors and transporters to pick them up within the specified time. Individuals and households can also

transfer (e.g. sell or offer) reusable and recyclable wastes to the DSW collectors and transporters, to individual collection establishments of reusable and recyclable waste or to reusing, recycling, and co-processing waste treatment facilities.

In case the at-source waste collection does not take place, the locations where the containers are located are considered as **gathering points** for DSW collection and are included in the public DSW transportation services DSW transportation services in the districts.

The People's Committees of wards, communes and towns shall prescribe the appropriate route and time of DSW transfer, the location and capacity of containers to store and collect waste, as well as the method and frequency of DSW collection from waste sources to gathering points. The City People's Committee shall promulgate the service price for at-source collection.

Focus on DSW transportation and transfer services from gathering points and transfer stations to waste treatment facilities

(Art 7 Decision No. 12/2019/QĐ-UBND)

– What do gathering points stand for?

Gathering points refer to **temporary storage** points for all types of vehicles after collecting DSW from households, waste generators, or street cleaning. Here, DSW is transferred to specialized motorized vehicles with a large load capacity. Gathering points are located on the road or directly where large amounts of waste are generated (markets, apartment buildings, parks). They must have an **insignificant impact** on traffic and on the surrounding environment and must be cleaned and of **hygienic quality**. The district People's Committees shall stipulate the location as well as for DSW gathering, operating hours and capacities at the gathering points.

The collectors and transporters must **control and record** information of the entire volume of DSW received at the gathering points (name of transferred waste, time, origin, estimated volume, type of waste received) into logs.

– What are the mandatory requirements for transfer stations?

Transfer stations refer to places where **DSW is gathered and stored temporarily for trans-shipment** onto vehicles and the transport to waste treatment facilities. They can have the capacity to either only serve the needs of **one district**, in which case they have specific operating hours and are handled by the City People Committee; or to serve the needs of various districts ("inter-district transfer station"), in which case they operate continuously and are handled by DONRE.

The transfer station must have a storage area for at-source sorted waste, bulky DSW and industrial equipment (transport vehicles, garbage collection bins). The received DSW must be **strictly controlled**, ordinary industrial solid waste, hazardous waste and DSW from other provinces are prohibited.

The unit managing and operating the transfer station must control the entire **volume** of DSW transported to and from the station. They must keep a log to **record** the names of the collectors, transporters, vehicles' license plate numbers, time, origin, volume, and type of waste transported to and from the station. The transfer station must report the entire contents of its log to the district People's Committee (in the case of one district transfer stations) or DONRE (in the case of inter-district transfer stations).

2. CURRENT ORGANISATION OF DSW MANAGEMENT IN HCMC, BASED ON FIELD OBSERVATIONS

Who are the entities collecting the waste in HCMC?

In HCMC, the DSW is handled by :

- 22 public collection and transport units
- 21 cooperatives
- 182 private companies
- 1500 collecting groups of collectors without legal status

– What are the technical regulations for DSW transportation and transfer?

Transportation and transfer shall ensure that the full DSW is transported to the treatment facilities, in compliance with collection, transportation and gathering point reception schedule, and with separate transportation of waste that has been sorted at source by individuals, households and other waste generators.

Ordinary industrial solid waste and hazardous solid waste are prohibited.

– How is the route of DSW collection and transportation organized?

The transportation route must comply with the regulations issued by the traffic authorities in the area and ensure optimal transportation distance and traffic situation in the area. The use of vehicles with a load of 7 tons or more shall be prioritized when carrying out the DSW collection and transportation from gathering points or transfer stations to treatment facilities.

– Who is paying for the transportation?

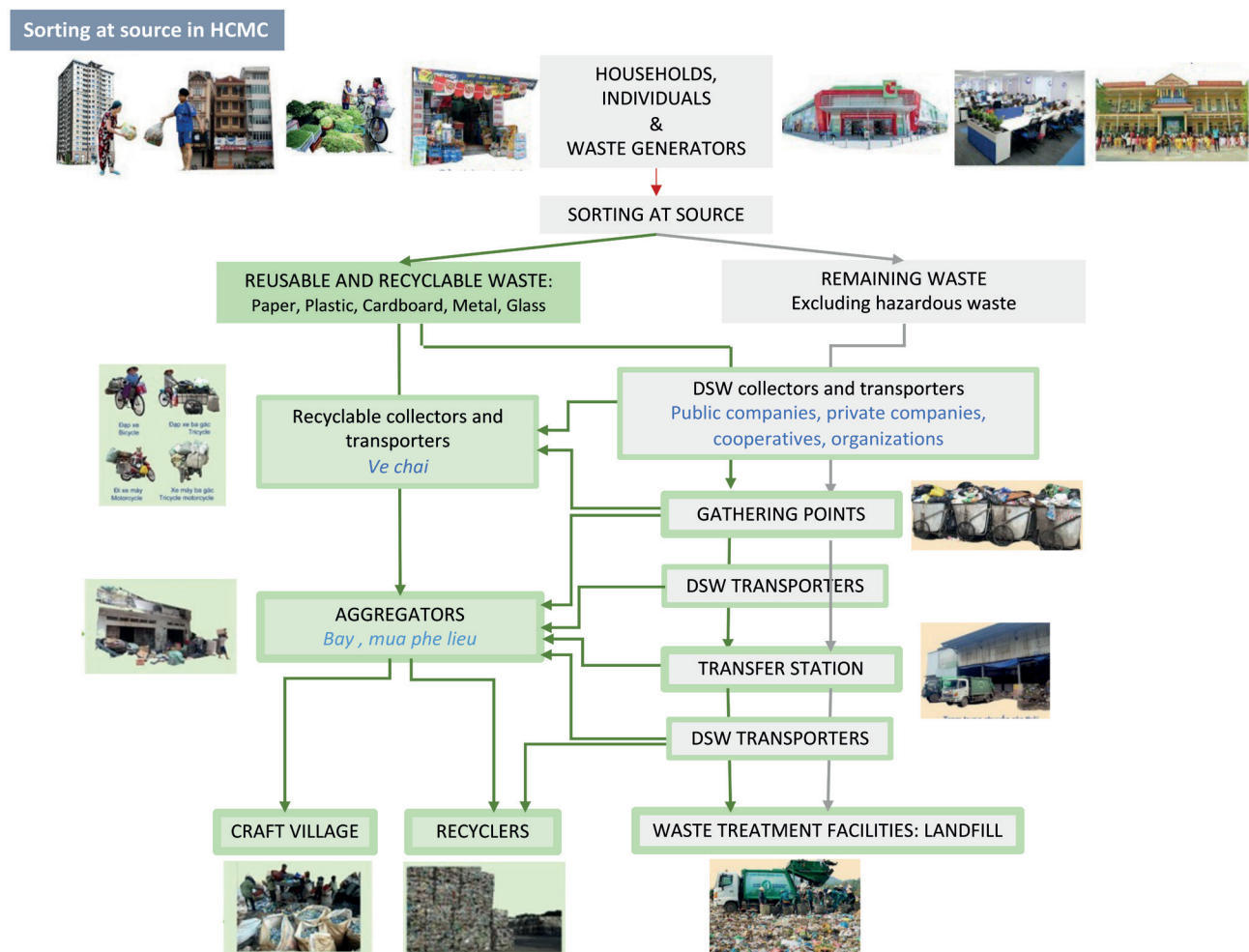
Every month, based on reports, the district People's Committees shall check and accept the volume and service quality of service providers. Then, they shall make payments to the service providers based on the service unit price approved by the People's Committee of the districts previously.

The domestic waste is brought to gathering points and transfer stations, and is then transferred to waste treatment facilities. Non-sorted waste may contain recyclable waste and in that case, it may be sorted by domestic waste collectors and sold to recyclable collectors and aggregators.

How and by whom is the collection, transport and treatment of reusable and recyclable waste and remaining waste organized in HCMC?

The sorted waste, including reusable and recyclable as well as remaining waste, is always collected and transported **together** in one load following **the same route** to the waste treatment facility, which is responsible for providing the % of recycled waste.

At the City scale, the **interactions** of the various waste stakeholders involved in the DSW management of HCMC, especially regarding reusable and recyclable waste, are **highly complex** and depend on the local features of the district (rural vs urban, population density, road organisation, etc.).



Source: Decision 09-2021-QĐ-UBND; Décision 12/2019/QĐ –UBND Decree No. 09/VBHN-BTNMT.



The pilot project Enhancing plastic packaging collection, sorting and recycling in Ho Chi Minh City was implemented by IRD Institut de Recherche pour le Développement and HAU Hanoi Architectural University under the 'Rethinking Plastics – Circular Economy Solutions to Marine Litter' project funded by the European Union (EU) and the German government through the German Federal Ministry for Economic Cooperation and Development (BMZ) and implemented by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH and Expertise France.

The contents of this publication are the sole responsibility of IRD and HAU and do not necessarily reflect the views of the European Union, the BMZ, GIZ or Expertise France.

