

Chapter 2

The City of Malmö as a Case Study

Keywords Urban development • Local waste management • Waste management organization • Urban transition

2.1 From Industries to Knowledge Production

Malmö is traditionally known as an industrial city. The main economic activity in the city from the beginning of the nineteenth century to the end of the twentieth century was connected to the harbor and shipping industry. The 138-m tall Kockums crane was the symbol of the city and is used for the construction of more than 75 ships, but the shipbuilding industry entered a deep crisis in late 1970s, resulting in increased unemployment in Malmö and a downturn for the whole city. Many people left the city and the population decreased from 265,000 in 1970 to 224,000 in 1990. The crisis worsened through the closure of the cement and car manufacturing industry at the beginning of the 1990s, a period when Sweden as a whole passed through a deep economic recession. The early 1990s was also a period of great instability in many parts of the world. Sweden received large numbers of refugees from Somalia and the former Yugoslavia. Many of the newly arrived were placed in Malmö, as the city had a large amount of empty apartments many of which were owned by the municipality itself through the municipal housing company, Malmö Kommunala Bostäder (MKB). The immigration helped to counteract the population decrease and gave the city the multicultural identity it is well known for today.

Through the later part of the 1990s and onward, the city has struggled to improve its economic situation. An important step in this process was the establishment of Malmö University in 1998. It was built in the Western Harbor area,



Fig. 2.1 The Western Harbor with two landmarks in Malmö then and now: Kockum crane (*left*) and Turning Torso (*right*). *Photo Malmö Urban Planning Office*

where large parts of the former shipbuilding industry had been located (Fig. 2.1). Another important step was the construction of the Öresund-bridge. In 2000, the bridge connecting Malmö to Copenhagen was inaugurated, facilitating both personal travel and transportation of cargo between Sweden and the rest of Europe.

Malmö is today, in many ways, a unique city in Sweden—the closeness to Copenhagen and continental Europe, an increasing multiculturalism and transition from industrial city to knowledge-based city has, over the last few decades, changed the profile of the city as well as the general conception of it held by its inhabitants.

Malmö is also a young city in comparison to many other Swedish cities. In 2011, 30 % of the population was under 25, 33 % 25–44, while 15 % were over 65. The University of Malmö has attracted many students to the city. Also, as a consequence of improved possibilities for commuting, many students from Lund University reside in Malmö.

Thus, over the last few decades, Malmö has changed vastly—both in terms of its economic development, demography, and self-image. This has also had an effect on the solid waste management in the city.

2.2 Waste Management in Malmö

The Establishment for Waste Management (Malmö Renhållningsverk) was founded in 1898 as a department in the municipal structure. The municipal waste department was responsible for both planning of waste management and waste collection/transportation services. By 1992, the department was privatized, as a part of a general privatization wave in Sweden at this time. The collection/

transportation service was sold to a private entrepreneur and the planning section was developed into an ordering organization, placed under the municipal Department for Public Spaces. By 2000, the waste management planning section was transferred to the municipal Department for Water and Wastewater handling. One of the reasons for this was that both wastewater treatment services and solid waste management services are financed by fees, while this is not the case for other activities managed by the Department for Public Spaces (which are tax-financed). By 2008, the Departments for Water and Wastewater handling in Malmö and the neighbor municipality of Lund were merged, creating the municipal enterprise VA SYD. However, the city of Malmö and politicians in the Technical Committee still has the political leadership over the solid waste management sector. As the main argument for the merge of the two municipal departments was to create collaboration in the field of wastewater treatment, the future organization of solid waste management in the City of Malmö is still under discussion. Sysav (South Scania Waste Company) was created in 1974 with the mission to coordinate solid waste management in several municipalities in southern Scania. The company is owned by 14 municipalities, one of them is the City of Malmö. Thus, treatment of municipal solid waste has since then been performed through Sysav.

Thus, both the municipal mission and organization of solid waste management within the City of Malmö have changed over the years, and might also change in the future. In its current form, a Department of Waste Management within VA SYD and has the mission of planning and managing collection and treatment of municipal solid waste which not is covered by producer responsibility ordinances.

In 2011, the amount of residual, garden, and food waste collected in the City of Malmö reached 90,800 tons. Collection and treatment of waste is not performed within the organization. These services are bought from the private sector and performed by an entrepreneur.

In 2009, 75 % of the Swedish municipalities had outsourced collection and transportation of solid waste to private entrepreneurs (Swedish Waste Management Association, 2010). This is the case also in the City of Malmö. However, the municipality still has large potentials of influencing the collection and transportation in these cases. As an example, municipal enterprises are obliged to follow municipal policies related to environmental precaution in all ordering of services and products from external parties. Thus, in the case of Malmö, the municipal policy states that environmental, social, and ethical requirements should be made in all public contracts and that requirements made should aim for long-term sustainable development (City of Malmö, 2012). However, the policy also states that requirements should be proportional, which implies that a balance must be found between high environmental ambitions and an economic reality. Based on this, the municipality has in later years required that collection of waste should be performed in vehicles run on biogas. This is a strategy which does not only decrease environmental burdens related to waste collection, but also stimulates the biogas market through increasing the demand.

According to the company's internal vision, VA SYD should contribute to a sustainable development through recycling oriented waste and wastewater management. In line with this vision, several research and development projects have been initiated over the years and research and development is today integrated in the daily work within the Department for Waste Management.

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Modern Solid Waste Management in Practice

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