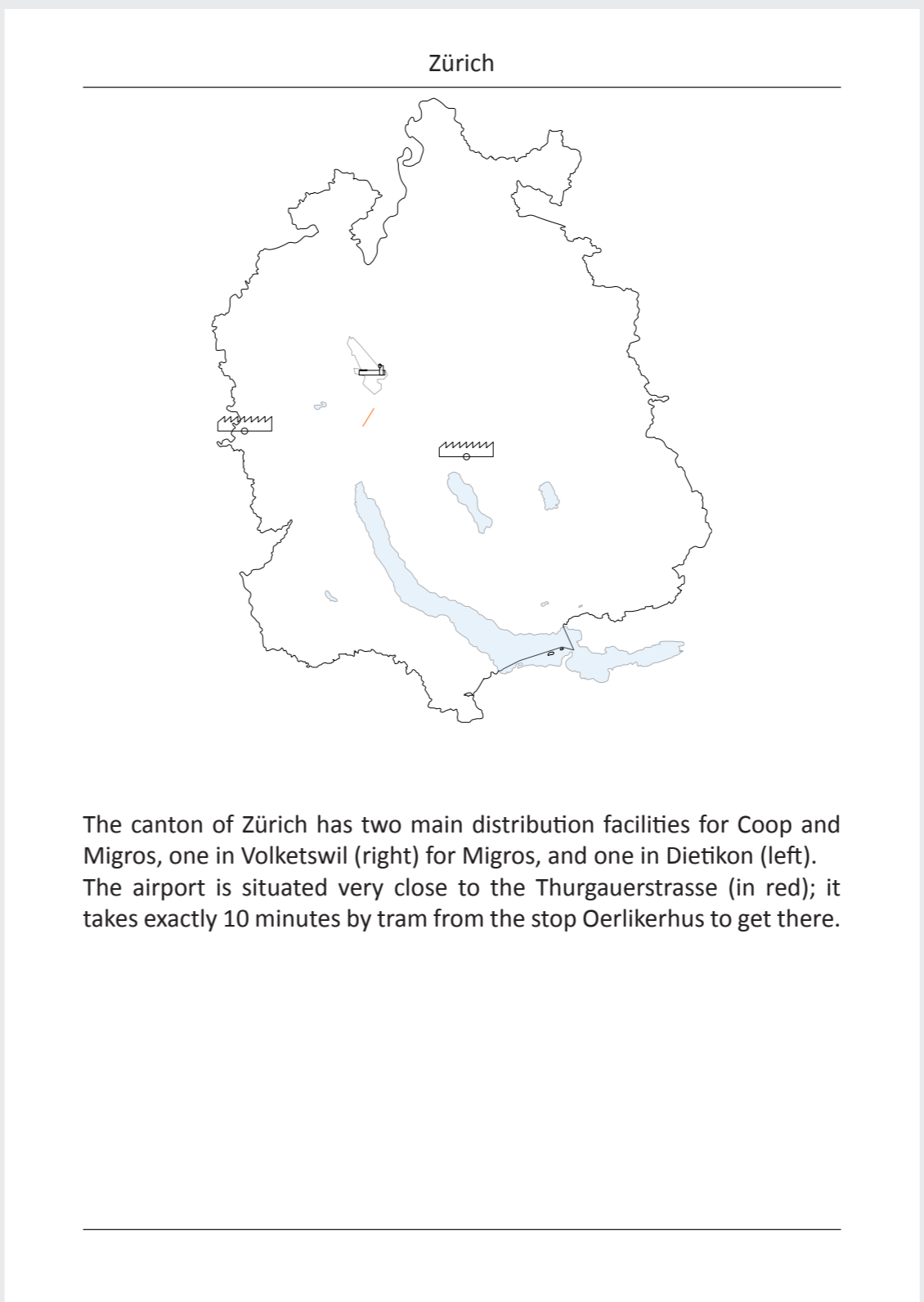
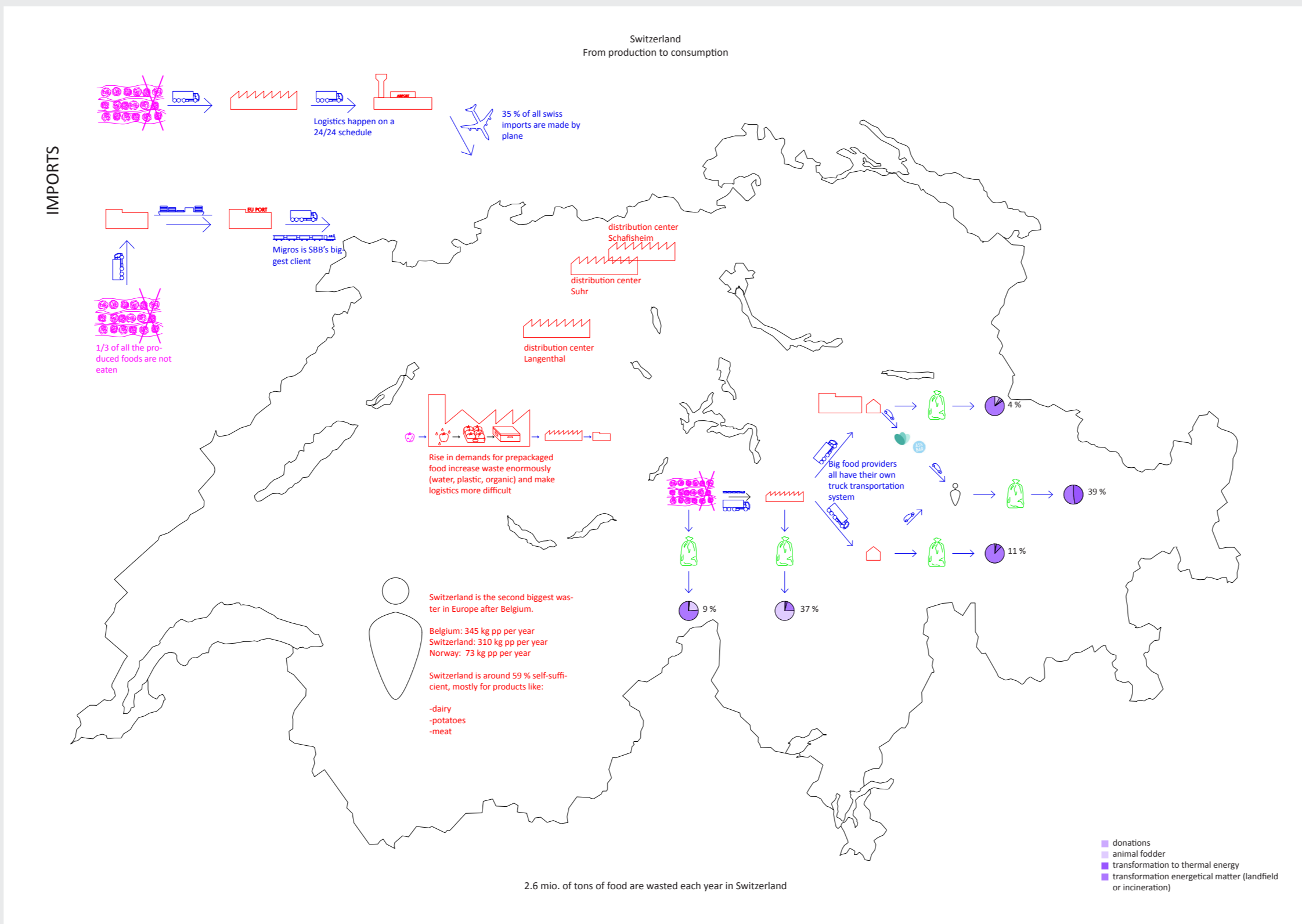
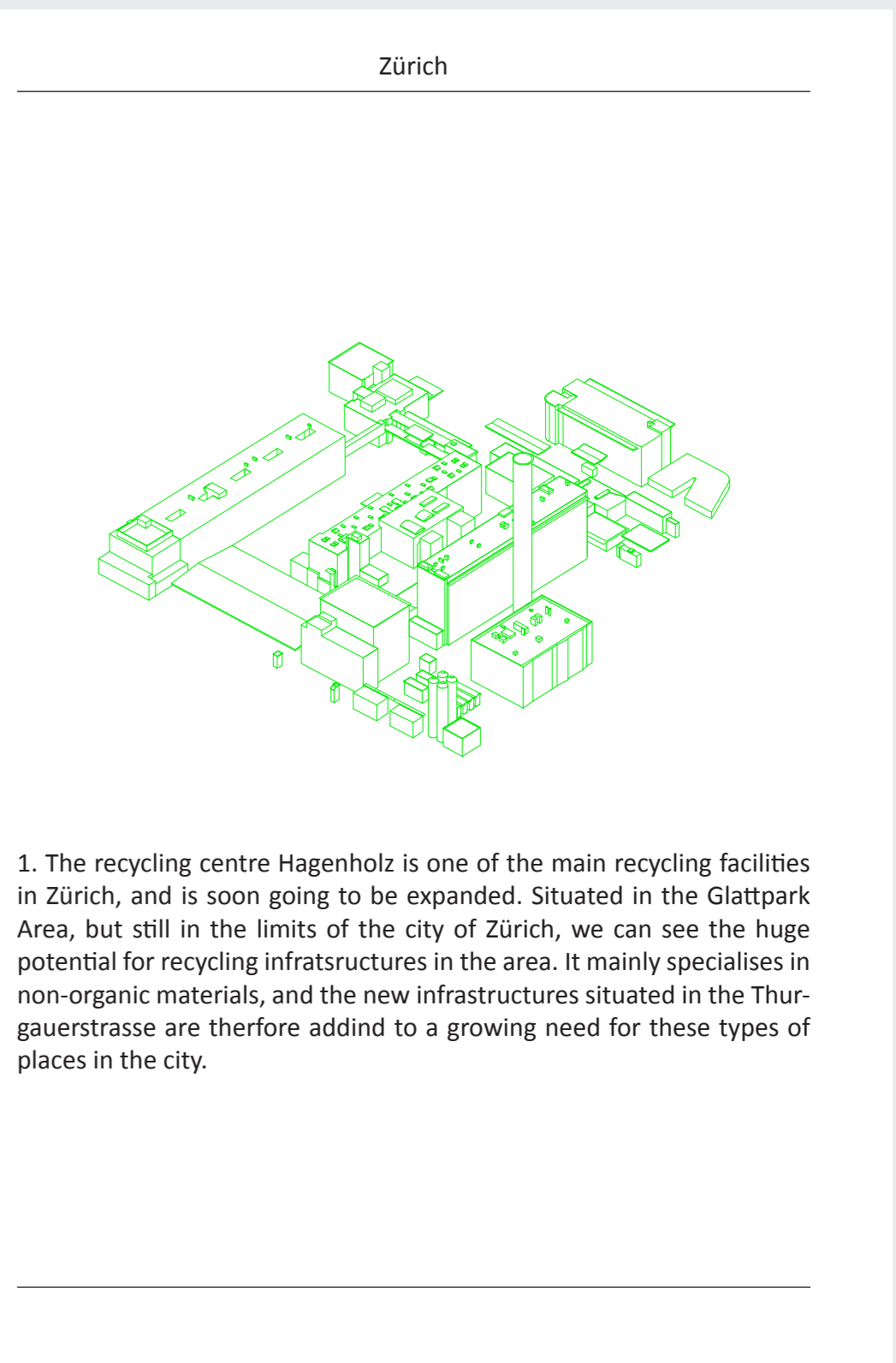




Waste's worth - the future of fallow spaces



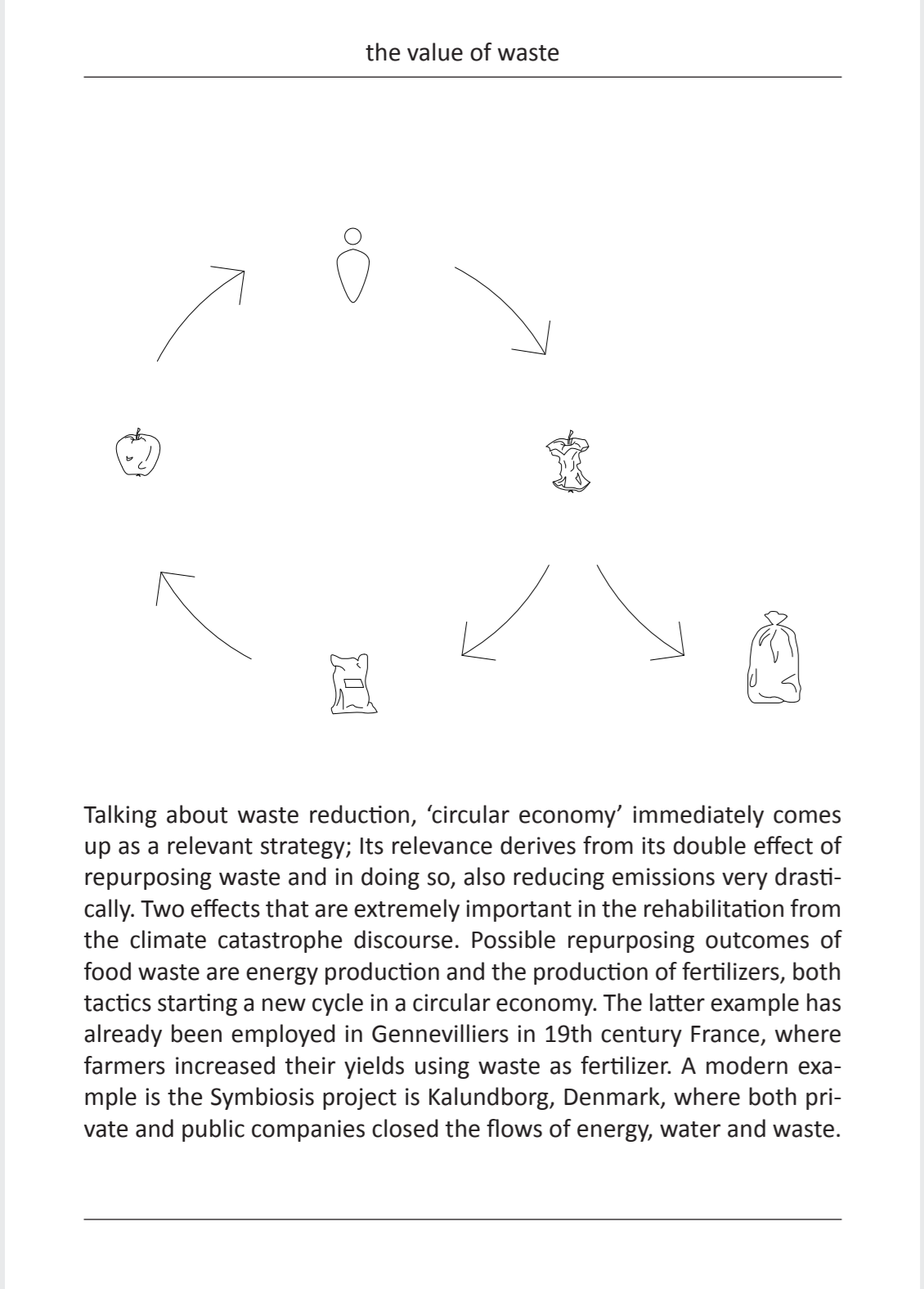
The canton of Zürich has two main distribution facilities for Coop and Migros, one in Volketswil (right) for Migros, and one in Dettikon (left). The airport is situated very close to the Thurgauerstrasse (in red). It takes exactly 10 minutes by train from the stop Derikhus to get there.



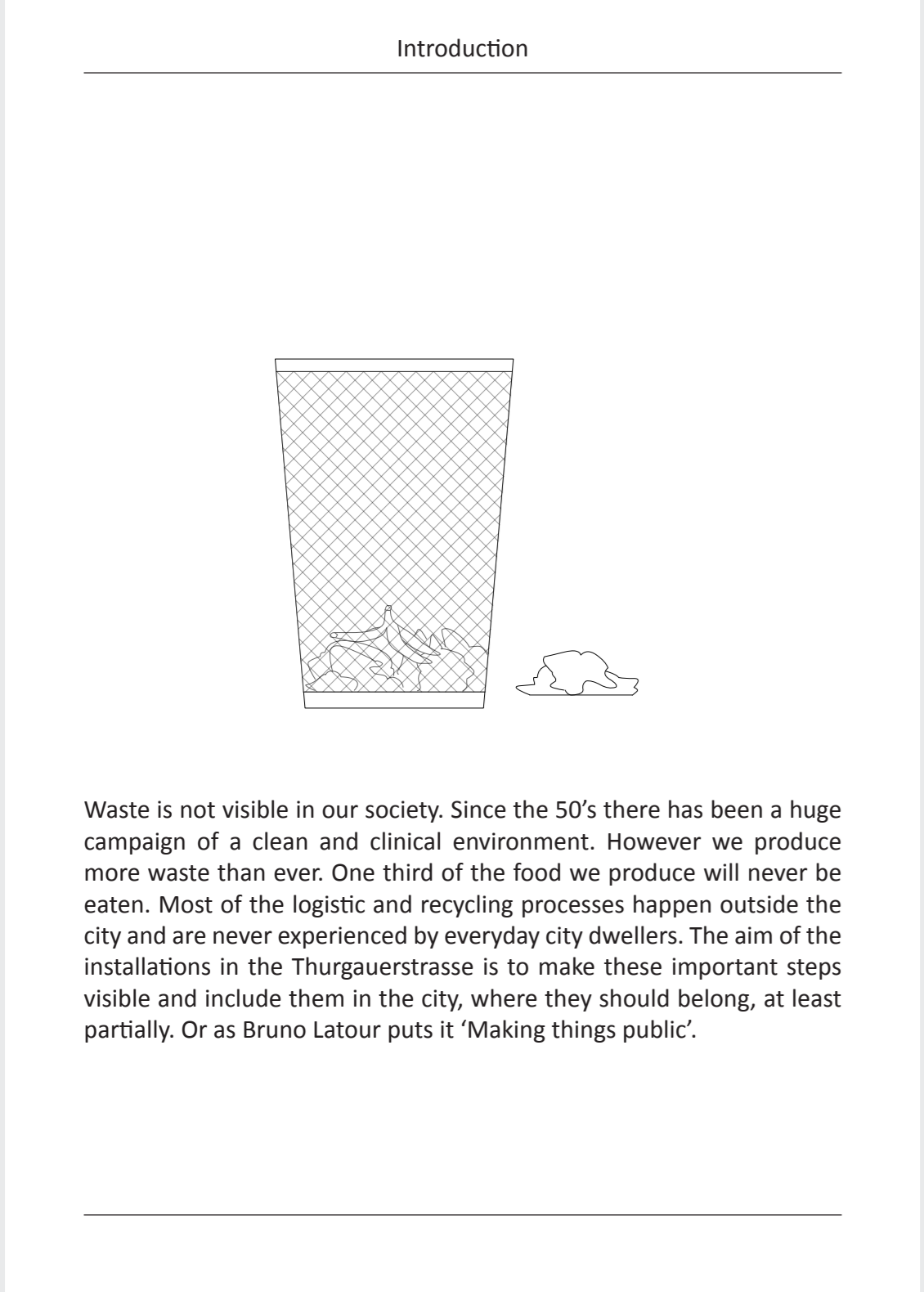
1. The recycling centre Hagenholz is one of the main recycling facilities in Zürich, and is soon going to be expanded. Situated in the Glattpark Area, but still in the limits of the city of Zürich, we can see the huge potential for recycling infrastructures in the area. It mainly specialises in non-organic materials, and the new infrastructures situated in the Thurgauerstrasse are therefore added to a growing need for these types of places in the city.

Introduction

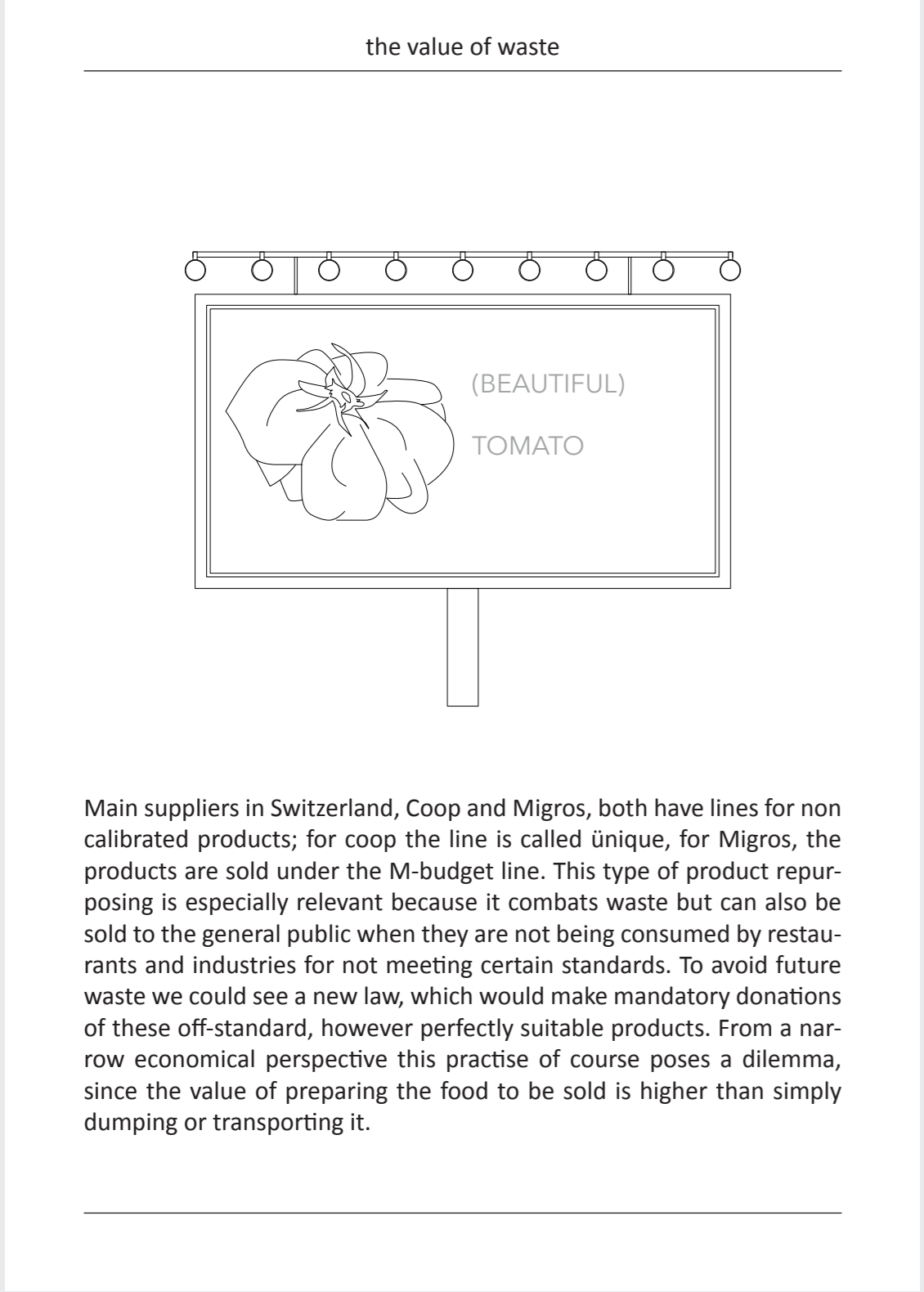
Our "modern day society" has reached an unprecedented level of consumption. We also pollute more than ever, and most importantly, we waste more than ever. In Europe we throw away so much that it has become a common practice to externalise our waste management. Thousands of tons of waste are shipped away to areas of the world, where non-sustainable, dangerous and unethical business practices, such as child labour is common. This does not only concern non-biodegradable products but also perished products that are burned away. Observing this current moment of change, being conscious about the amount of our waste is not enough, it's time we employ alternatives to deal with it. Waste management often takes place in non-urban facilities in the hinterland. Hidden from the public, the quantities and challenges of our greedy consumption become unimaginable to us and hence outside of public debate. This takes away the power of education through visual means, and makes us less aware of what waste we produce. Switzerland being the second largest food waste contributor in the Europe after Belgium (almost a kilo a day per person!) we must think of a solution to make the broader public aware of the implications of our consumption. The fact that we live in a global economy does not help with this particular topic. We have such easy access all year round to special products that we often forget the immense chain of logistics and pollution that it entails. Access to good quality food must be a right for everybody, but we must deal with what these privileges encompass.



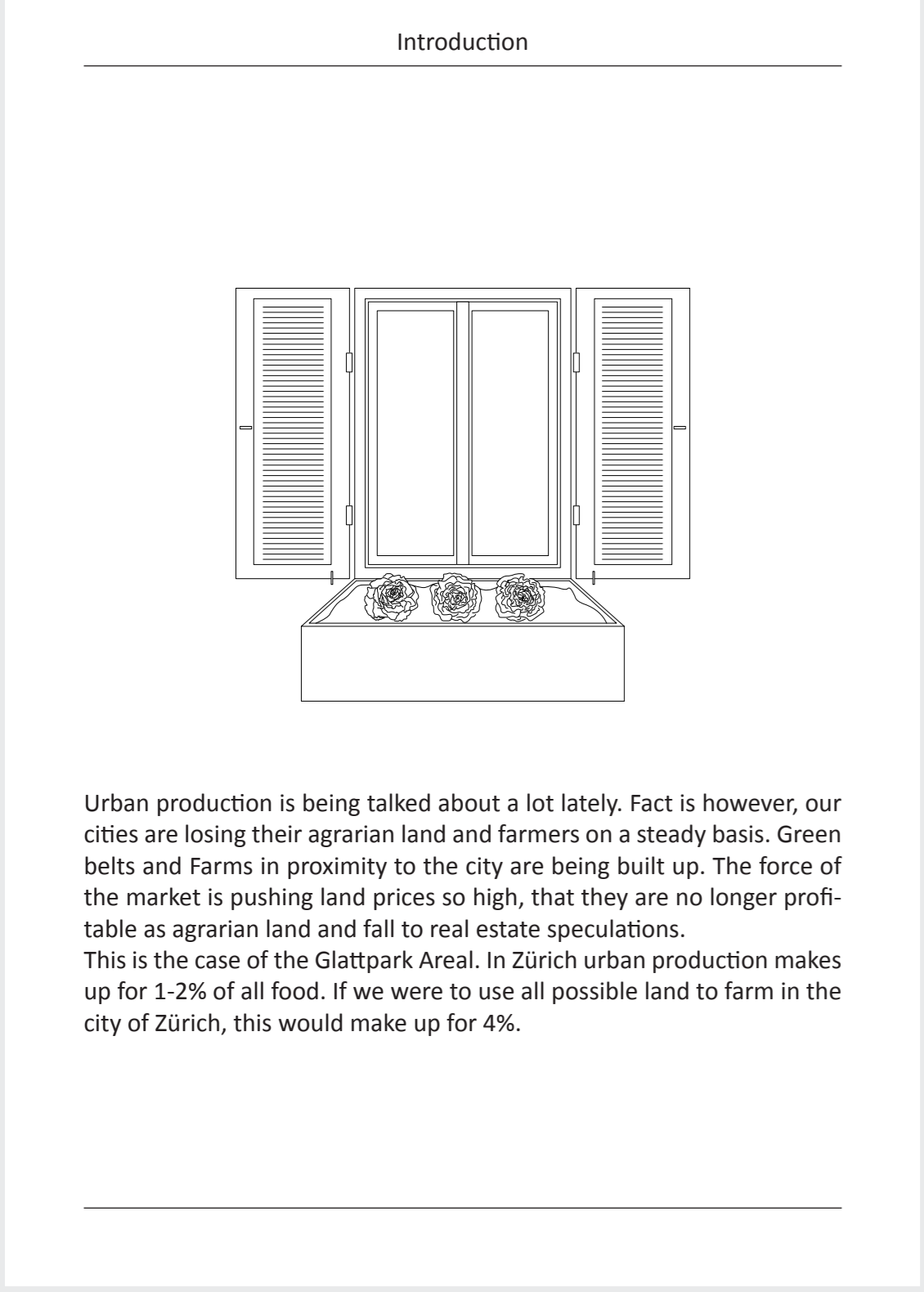
Talking about waste reduction, "circular economy" immediately comes up as a relevant strategy. Its relevance derives from its double effect of repurposing waste and in doing so, also reducing emissions very drastically. Two effects that are extremely important in the rehabilitation from the climate catastrophe discourse. Possible repurposing outcomes of food waste are energy production and the production of fertilizers, both tactics starting a new cycle in a circular economy. The latter example has already been employed in Gennevilliers in 19th century France, where farmers increased their yields using waste as fertilizer. A modern example is the Symbiosis project in Kalundborg, Denmark, where both private and public companies closed the flows of energy, water and waste.



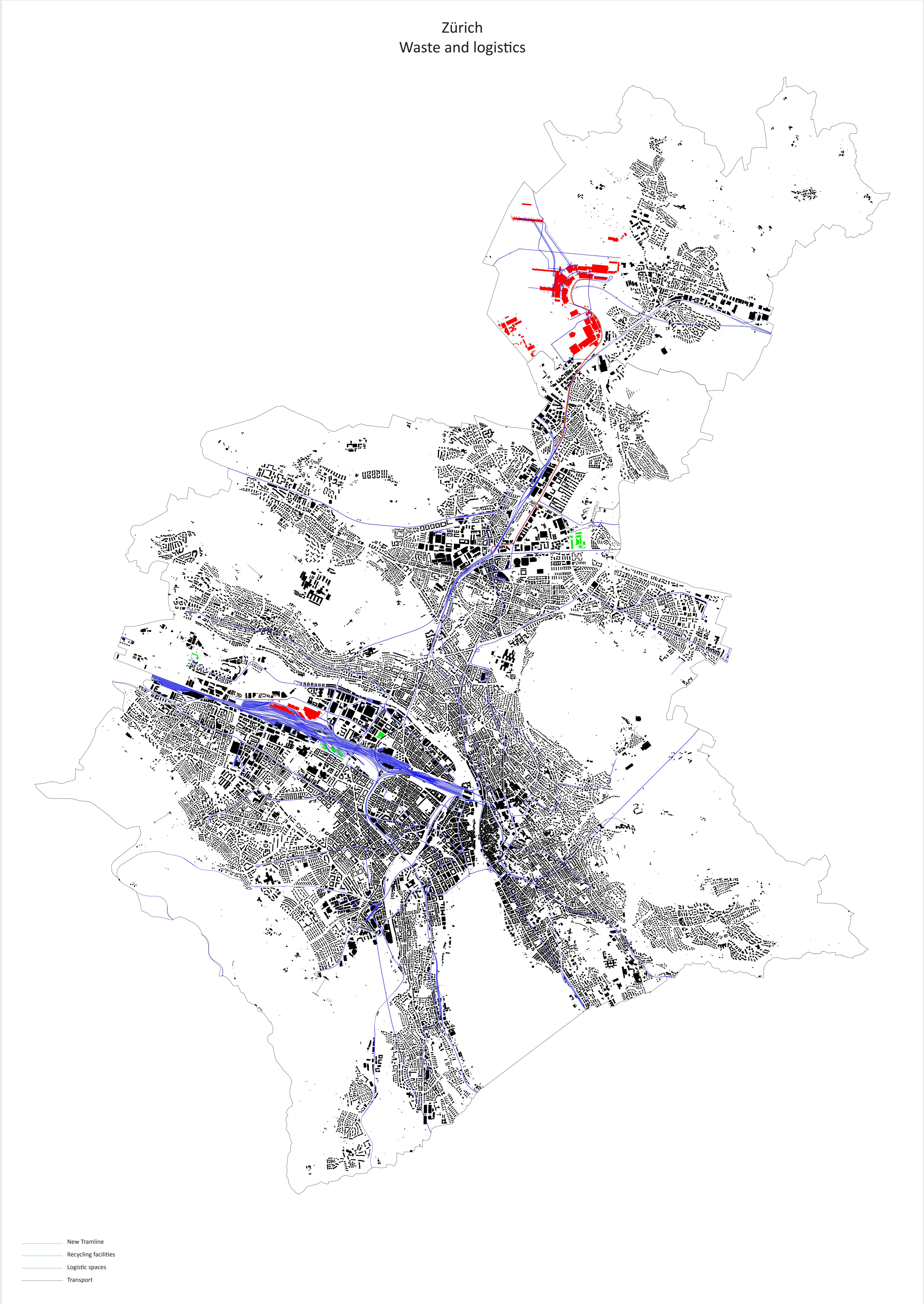
Waste is not visible in our society. Since the 90's there has been a huge campaign of a clean and clinical environment. However we produce more waste than ever. One third of the food we produce will never be eaten. Most of the logistic and recycling processes happen outside the city and are never experienced by everyday city dwellers. The aim of the installations in the Thurgauerstrasse is to make these important steps visible and include them in the city, where they should belong, at least partially. Or as Bruno Latour puts it: "Making things public".



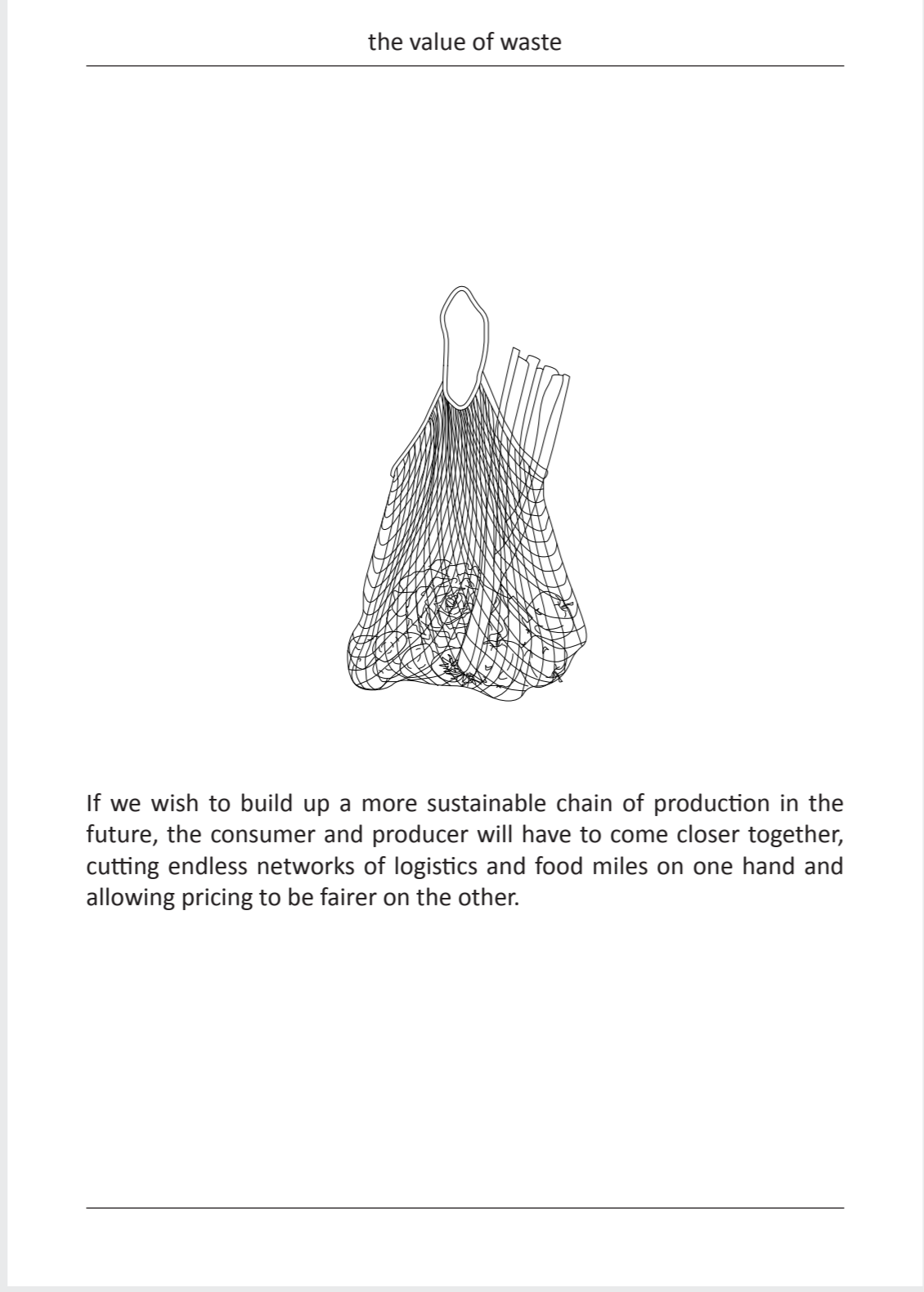
Main suppliers in Switzerland, Coop and Migros, both have lines for non calibrated products, for coop the line is called 'unique', for Migros, the products are sold under the M-budget line. This type of product repurposing is especially relevant because it combats waste but can also be sold to the general public when they are not being consumed by restaurants and industries for not meeting certain standards. To avoid future waste we could see a new law which would make mandatory donations of these off-standard, however perfectly suitable products. From a narrow economical perspective this practice of course poses a dilemma, since the value of preparing the food to be sold is higher than simply dumping or transporting it.



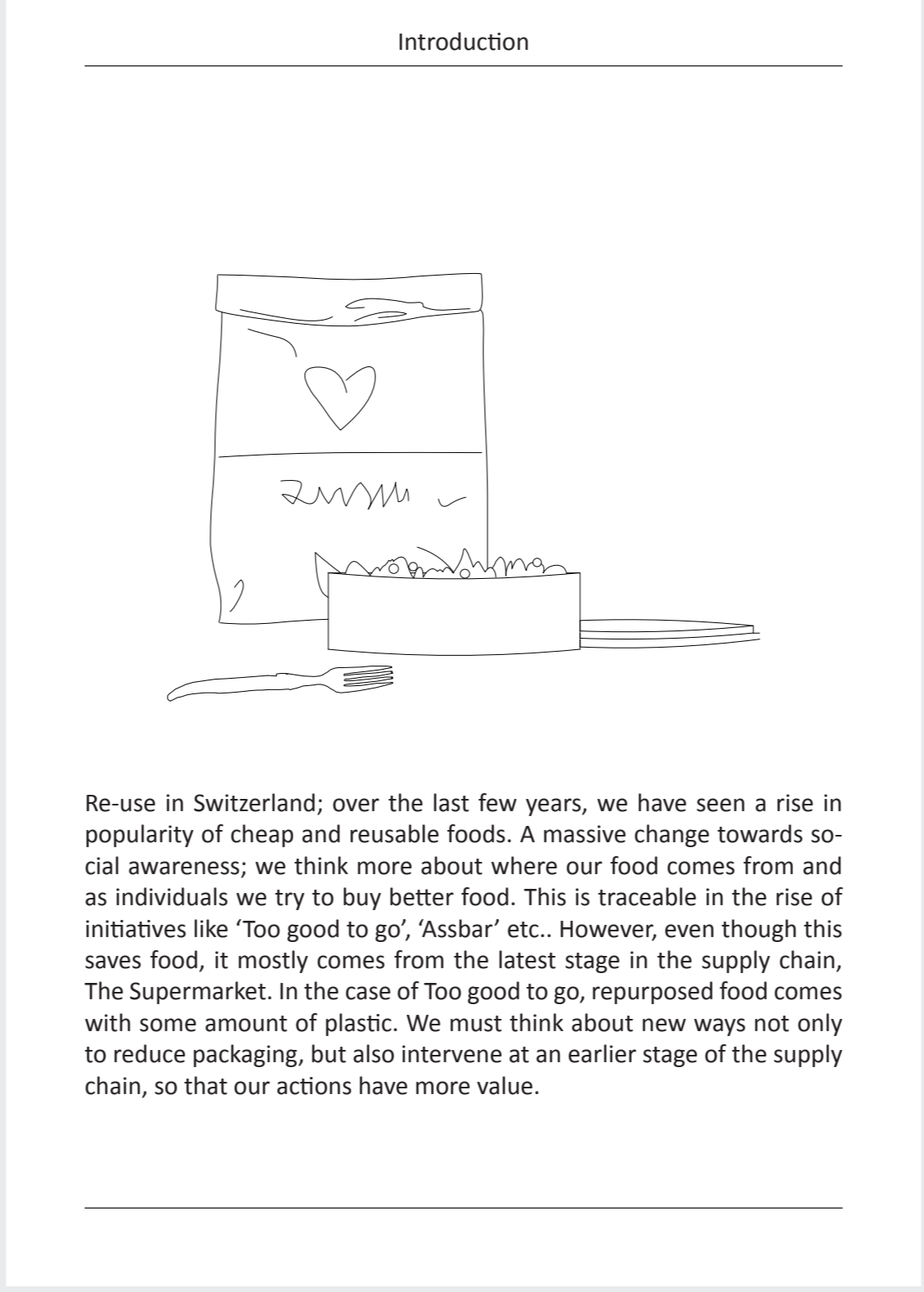
Urban production is being talked about a lot lately. Fact is however, our cities are losing their agrarian land and farmers on a steady basis. Green belts and farms in proximity to the city are being built up. The force of the market is pushing land prices so high, that they are no longer profitable as agrarian land and fall to real estate speculations. This is the case of the Glattpark Area. In Zürich urban production makes up for 1-2% of all food. If we were to use all possible land to farm in the city of Zürich, this would make up for 4%.



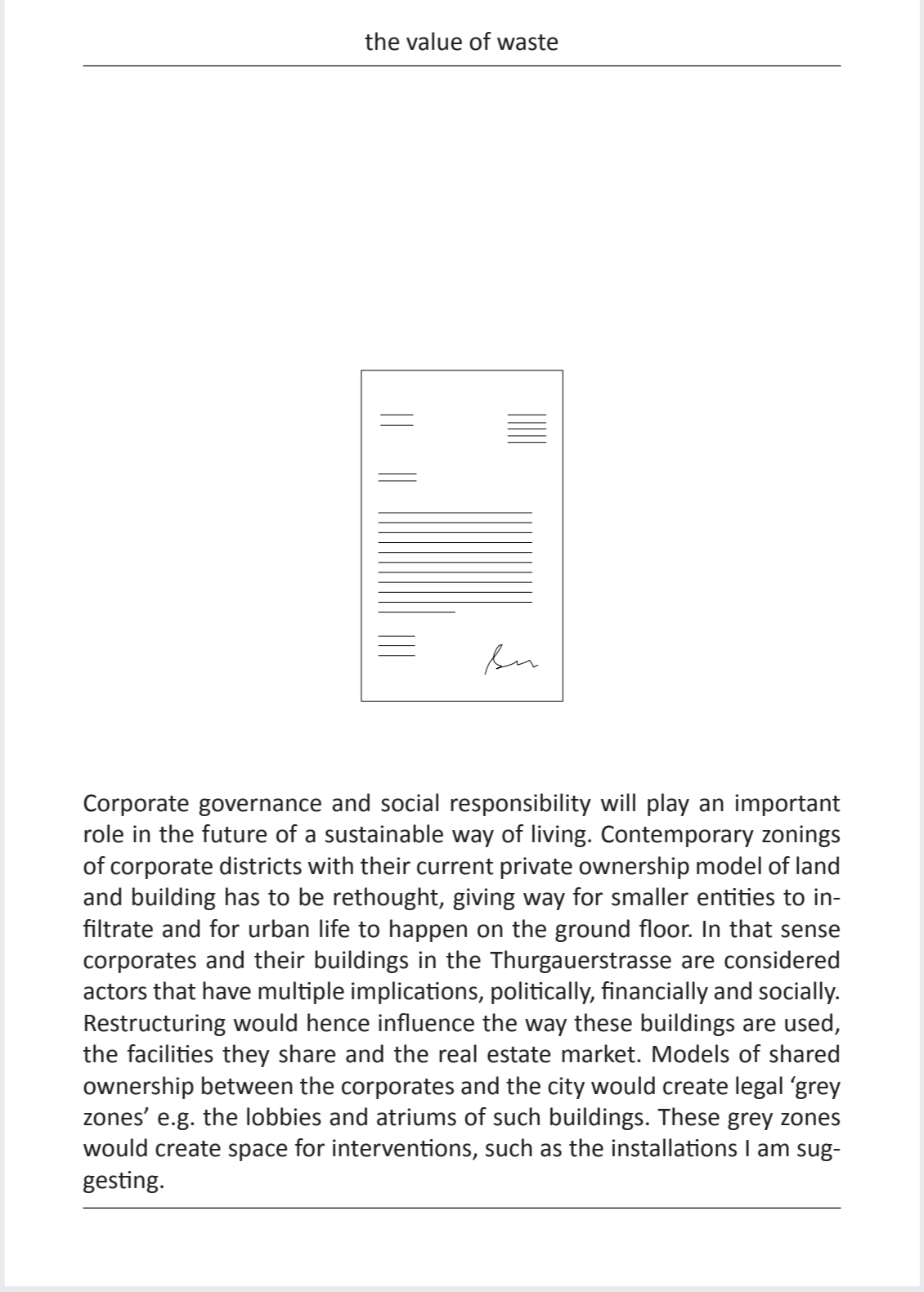
New Tramline
Recycling facilities
Logistic spaces
Transport



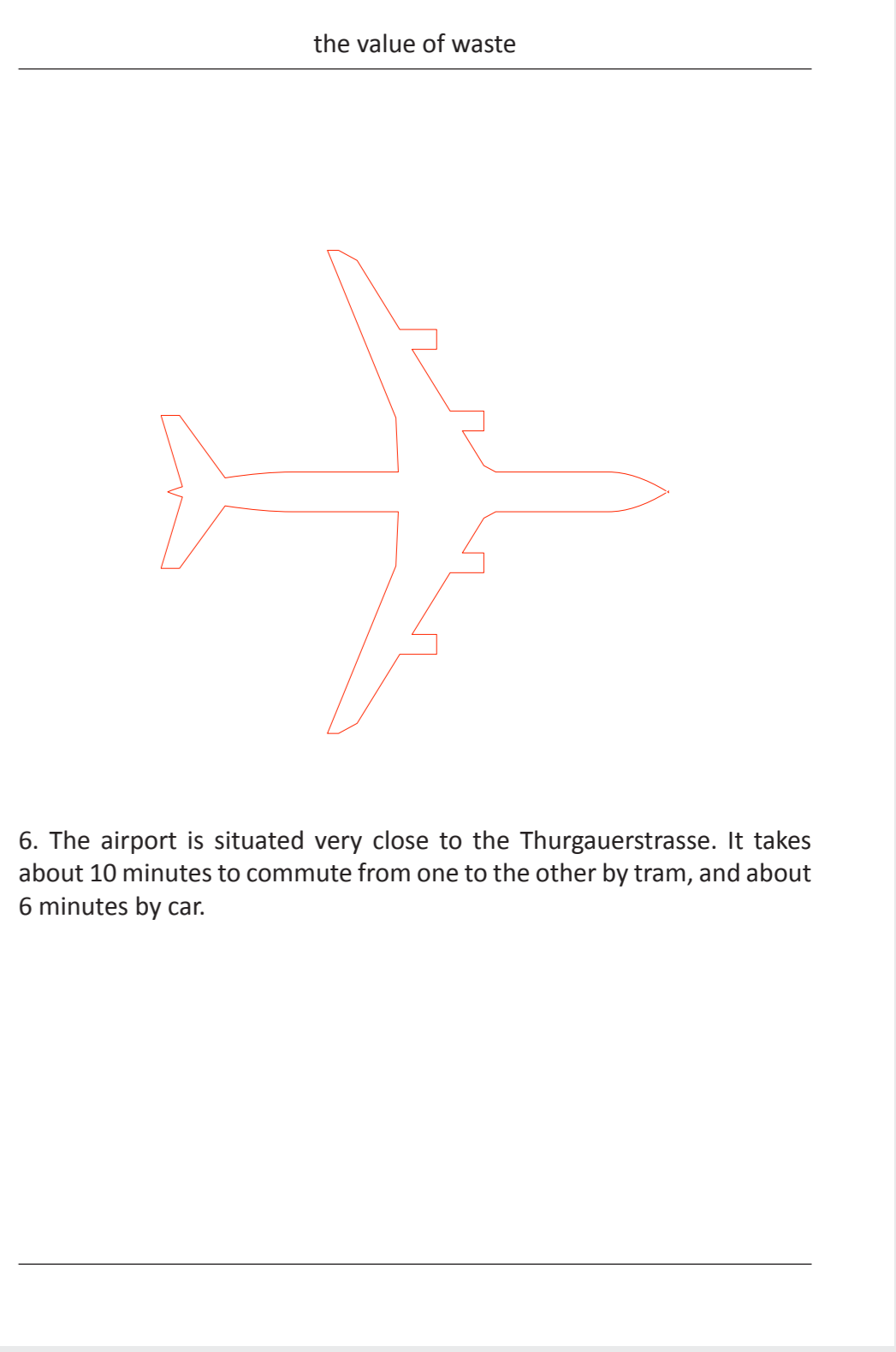
If we wish to build up a more sustainable chain of production in the future, the consumer and producer will have to come closer together, cutting endless networks of logistics and food miles on one hand and allowing pricing to be fairer on the other.



Re-use in Switzerland; over the last few years, we have seen a rise in popularity of cheap and reusable foods. A massive change towards social awareness, we think more about where our food comes from and as individuals we try to buy better food. This is traceable in the rise of initiatives like "Too good to go", "Asbär" etc. However, even though this saves food, it mostly comes from the latest stage in the supply chain, The Supermarket. In the case of "Too good to go", repurposed food comes with some amount of plastic. We must think about new ways not only to reduce packaging, but also intervene at an earlier stage of the supply chain, so that our actions have more value.



Corporate governance and social responsibility will play an important role in the future of a sustainable way of living. Contemporary zonings of corporate districts with their current private ownership model of land and building has to be rethought, giving way for smaller entities to infiltrate and for urban life to happen on the ground floor. In that sense corporates and their buildings in the Thurgauerstrasse are considered actors that have multiple implications, politically, financially and socially. Restructuring would hence influence the way these buildings are used, the facilities they share and the real estate market. Models of shared ownership between the corporates and the city would create legal 'grey zones' e.g. the lobbies and atriums of such buildings. These grey zones would create space for interventions, such as the installations I am suggesting.



6. The airport is situated very close to the Thurgauerstrasse. It takes about 10 minutes to commute from one to the other by tram, and about 6 minutes by car.