



# American Recycler

NewsVoice of Salvage, Waste and Recycling

AmericanRecycler.com

## FOCUS: Rubber

## Vehicles recycled after Superstorm Sandy

### Rubber-to-oil process could reshape recycling

by MIKE BRESLIN

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Several months after Sandy smashed into the northeast in late October with the worst storm in 100 years, the National Insurance Crime Bureau (NICB) revised its estimate upward for the number of vehicles damaged. The new total now stands at a staggering 250,500 vehicles. But keep in mind, this number only represents reported insured losses, so add tens of thousands more unreported uninsured vehicles that were damaged or destroyed by the storm.

According to NICB, New York suffered most with 150,000 vehicles damaged followed by New Jersey with 60,000. Fourteen other states accounted for the total of over a quarter-million.

NICB issued a warning about Sandy damaged vehicles that have been reconditioned and offered for sale. While it is not illegal to sell flood-damaged or salvaged vehicles, sellers must disclose the information to buyers. The NICB offers a free VINCheck to help research if a vehicle has been reported as salvage or stolen.

Whether insured or uninsured, many vehicles damaged by Sandy wound up at auto auctions as the first step in the recycling process. Depending on the extent of damages and the winning bid several outcomes are possible. The vehicle may be reconditioned and offered for sale, exported to a foreign country, dismantled for parts or processed for scrap metal value.



PHOTO COURTESY OF INSURANCE AUTO AUCTIONS, INC.

IAA's network of tow providers overcame a variety of challenging extraction situations, including stacked vehicles, after Sandy's floodwaters receded.

American Recycler interviewed Christine-Carrol Palfrey, vice president of Auto Exchange, an independent salvage remarketing company located in the heart of Sandy's area of destruction in the borough of Sayreville located near Raritan Bay in central New Jersey. Auto Exchange is a salvage remarketing company offering a central marketplace to dispose of salvage vehicles. Her company offers vehicle pick-up, in-house titling, on-line assignment, digital imaging, marketing, vehicle inspection areas and auctioning.

"On behalf of our clients, we picked up over 5,000 vehi-

cles as a result of the storm. These vehicles ranged in age and type from new to old, and high end to low end. Many different neighborhoods along the shore were affected. There were also neighborhoods inland that happened to be along rivers and bays that flooded. It really affected all income levels which meant we had all different types of vehicles. In addition to flood damage there was also significant damage from falling objects like trees and debris."

Palfrey explained how her company operates. "We get a call from an insurance company after they get a claim and then we pick up the vehicle on their

behalf. Once titles are processed properly and claims are settled by the insurance carrier, the vehicle goes to auction. Auction participants include licensed dealers, recyclers, exporters or scrap processors. The vehicles are sold "as is" at the auction to the highest bidder. The vehicles have varying levels of damage. Reporting to the appropriate agencies is completed as required by state and federal law.

"As a result of the storm, we increased staff and increased our number of physical locations to handle the extra volume. In addition to passenger

See SUPERSTORM, Page 6

## Grant program provides containers for recycling

Colleges, K-12 schools, nonprofits and local governments will advance their recycling efforts this summer thanks to a grant made possible by The Coca-Cola Foundation. The winning communities, schools, universities and organizations will receive between 5,000 and 5,200 recycling bins. Over 70 percent of the bins are designed specifically for permanent, ongoing use in heavily-trafficked public spaces and events, with the remaining 30 percent to be used by students in college residence halls.

In its 8th year, the Coca-Cola/Keep America Beautiful Recycling Bin Grant Program continues to recognize the significant need for public space recycling bins with over 1,200 applications received, a 22 percent increase in applications from 2012. Overall, 479 applications were from local

governments, 143 from colleges, 312 from K-12 schools and 193 from nonprofits.

As public space recycling becomes more common, communities are asking for recycling bins to be made available at athletic fields and local libraries, while walking down the street or at their hometown art or music festival. All of these venues are eligible to receive bins through the Coca-Cola/+ Recycling Bin Grant Program. While some grant recipients are seeking to expand established recycling programs, others such as Muskegon Community College in western Michigan will use the 40 indoor recycling bins it received to make recycling available for the first time in its student union and many of its academic buildings. Timpanogos High School in Orem, Utah, will receive bins to expand its

school recycling program to include cans, bottles and plastic, while the City of Dayton, Ohio, chose a different style of bin for use at its community athletic fields where large numbers of beverage containers are generated.

Recipients were chosen by Keep America Beautiful based on criteria including level of need, recycling experience and the ability of applicants to sustain their program. Special outreach was made to colleges and universities through a partnership with the College and University Recycling Coalition (CURC), a membership organization serving campus recycling managers.

The Coca-Cola/KAB Bin Grant Program awards recycling bins directly to recipients and leverages volume buying discounts.

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## ISRI names winners of safety awards

The Institute of Scrap Recycling Industries (ISRI), named the winners of their Vehicle Safety Awards, recognizing top members for outstanding commitment to the safety of their employees and the general public as evidenced by progressive and effective fleet safety programs. The awards come in two categories: Best Fleet Award and Pacesetter Award.

Based on class size, the Best Fleet Award is presented to the ISRI member with the lowest vehicle accident rate, and the lowest U.S. Department of Transportation recordable accident rate in 2012. The Pacesetter Award, also based on class, is granted to the ISRI member using the same criteria as the Best Fleet Award but covering a three-year period, in this case January 1, 2010 – December 31, 2012.

This year's recipients, based on fleet classes are:

### Small Class: 300,000 to 500,000 miles per year

- Pacesetter Award: Metals Recycling LLC – Schnitzer Northeast, Johnston, Rhode Island.

- Best Fleet Award: Metals Recycling LLC – Schnitzer Northeast, Johnston, Rhode Island.

### Intermediate Class: 500,001 to 1,000,000 miles per year

- Pacesetter Award: Industrial Services of America, Louisville, Kentucky.

- Best Fleet Award: 1st Place – Industrial Services of America, Louisville, Kentucky

- 2nd Place – Consolidated Scrap Resources, York, Pennsylvania.

- 3rd Place – Prolerized New England Co., Everett, Massachusetts.

### Medium Class: 1,000,001 to 5,000,000 miles per year

- Pacesetter Award: The Newark Group, Cranford, New Jersey.

- Best Fleet Award: 1st Place – The Newark Group, Cranford, New Jersey.

- 2nd Place – Schupan and Sons, Kalamazoo, Michigan.

- 3rd Place – Metal Exchange Corporation, St. Louis, Missouri.

### Large Class: Greater than 5,000,000 miles per year

- Pacesetter Award: OmniSource Transport, Fort Wayne, Indiana.

- Best Fleet Award: 1st Place – OmniSource Transport, Fort Wayne, Indiana.

"America's trucking fleets log more than 432 billion miles per year and deliver nearly 70 percent of U.S. freight tonnage, including scrap recycling," said Commodor Hall, ISRI's transportation safety manager. "From 2007 to 2009, the number of people injured or killed in large truck crashes has decreased dramatically, in part due to the strong emphasis on driving safety by the scrap recycling industry. Through rigorous driver training, accident prevention, and vehicle maintenance programs these companies are setting the bar high ensuring America's roads are safe for all motorists."

The awards were presented at the 2013 ISRI Convention and Exposition, held in Orlando.

## Dart Container wins EPS industry recycling award

The EPS Industry Alliance (EPS-IA) awarded the Excellence in EPS Recycling Award to Dart Container Corporation at the 2013 EPS EXPO. The annual award, newly inaugurated this year, is presented to companies that display an extraordinary commitment to the advancement of expanded polystyrene (EPS) recycling.

Dart Container Corporation has been recycling EPS for over 20 years and operates 18 facilities across the U.S. and internationally that accept EPS for recycling. Dart provides in-demand services by accepting many types of EPS that can be difficult to recycle including EPS transport and food service packaging. Through its community outreach programs Dart Container has been integral in instituting and improving municipal EPS curbside recycling programs across the country, with marked success in California.

Collectively, Dart's efforts recycle over 1.5 million lbs. of post-consumer EPS per year. They have helped develop new technology that allows varying densities of EPS to be processed for recycling at the same time, reducing the amount of labor, energy and capital required to maintain these programs. As a result, they are helping make EPS recycling easier for small businesses and government agencies. Companies with which Dart has worked closely have seen their businesses expand, creating green job opportunities.

Several other nominees received honorable mentions for their contributions to EPS recycling. The City of Baltimore, which recently conducted a marketing campaign to raise awareness of their municipal EPS recycling program, received mention for taking an active role in reducing EPS waste with high profile education to citizens as opposed to pursuing product bans like those seen in other parts of the country. Omaha Steaks was recognized for providing their customers with resources to assist in locating recycling facilities for their EPS meat coolers.

## Carpet America Recovery Effort honors innovators

The Carpet America Recovery Effort (CARE) recognized leaders in the field of carpet recycling at the organization's eleventh annual conference.

Sean Ragiell, CARE board member and founder of CarpetCycle, was named Person of the Year and Columbia Recycling Earned the Recycler of the Year award.

A native of New Jersey, Ragiell founded CarpetCycle in 1999. CarpetCycle crews go into commercial buildings from Boston to Washington D.C. to salvage carpet prior to remodeling and during demolition.

Ragiell is a current member of the CARE board of directors and has been a member of CARE since its creation.

Columbia Recyclers, based in Dalton, Georgia, was named CARE Recycler of the Year.

## New Mexico to offer national certification as sustainable resource managers



Recycling facility operators and students at the Santa Fe Buckman Recycling Center.

The New Mexico Recycling Coalition (NMRC) is working with the Recycling Organizations of North America in cooperation with the National Recycling Coalition to provide a National Sustainable Resource Management Professionals Certification that will be in line with a newly developed program, accredited through Penn State University Altoona. New Mexico is one of the first states in the country to offer this certification.

The national certification will enable professionals to bolster their resumes, gain extended knowledge of the recycling profession and stand out as a nationally-certified professional. The standards are consistent throughout the United States, so what attendees learn here is what other professionals are learning in other states.

The certification requires 30 classroom hours of training in addition to final examinations. A three day Recycling Certification Course will take place in May in Raton and in December in Alamogordo that is hosted by NMRC and the New Mexico Environment Department: Solid Waste Bureau. These courses provide 24 hours of classroom training. In addition to these hours, NMRC will host one additional 6 hour Recycling Professionals Training to reach the 30 hour classroom requirements in Albuquerque in June.

The national certification can be attained by anyone wishing to become a leader in discard management and interested in the sustainability field.

To learn more, visit [www.recyclenewmexico.com](http://www.recyclenewmexico.com).

## Johnny Rockets recycles fry oil

Through Dar Pro Solution's green program, Johnny Rockets' 29 corporate-owned restaurants recycle nearly 7,200 lbs. of used cooking oil per year, per restaurant. The collection and recycling of waste oil not only saves and produces energy, it also keeps the used product out of waterways and addresses the growing demand for renewable energy sources.

Dar Pro Solutions offers environmentally-safe methods for disposal and sustainable use of fry oil for restaurant chains, grocery retailers and other food service businesses. The company converts animal fats and recycled greases, as well as plant oils such as soybean oil into its exclusive biodiesel fuel, called Bio G-3000™ Premium Biodiesel fuel. Bio G-3000™ can be used in place of diesel fuel without engine modification or performance reduction and is the fastest growing domestically produced alternative fuel.

Dar Pro recently partnered with Valero Energy Corporation in a joint venture to build a green diesel plant, which is designed to produce 9,300 barrels of renewable diesel per day. The plant will make use of the Norco LA Refinery's pipelines and 7000 domestic stores to make Diamond Green Diesel available nationwide. The Diamond Green Diesel facility will convert as much as 11 percent of the U.S.' animal fat and used cooking oil into renewable diesel.

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# Toxic mercury from discarded thermostats continues to pollute

A manufacturer-run program for collecting mercury thermostats is failing to keep the toxic heavy metal out of the trash – and the environment – in most states, according to a report released by the Multi-state Mercury Products Campaign and the Product Stewardship Institute.

Turning up the Heat II estimates that, at most, the industry recycling program has captured eight percent of mercury thermostats coming out of service in the past decade. This has resulted in the disposal of over 50 tons of mercury into the environment, which can expose people to the neurotoxin through fish consumption.

“For decades, companies like Honeywell profited from the sale of mercury thermostats but now are shirking their responsibilities when it comes to preventing pollution,” said Michael Bender, director of the Mercury Policy Project. “In state after state, manufacturers have pushed for collection programs that don’t work. It’s time to disregard their misinformation and do what’s right to protect public health.”

Mercury thermostats are a significant source of preventable mercury pollution.

The Environmental Protection Agency has conservatively estimated that 2 to 3 million thermostats come out of service each year nationally, amounting to 7 to 10 tons of mercury annually. Each thermostat contains an average of four grams of mercury.

Turning up the Heat II used data from the annual report of the Thermostat Recycling Corporation (TRC), a voluntary program created by manufacturers, to estimate the thermostat collection rates per capita for each state in 2009 through 2011. Results showed that TRC collected only 5.8 to 8 percent of the mercury thermostats coming out of service from 2002 to 2011.

In addition, of the 10 states with laws requiring mercury thermostat collection, only 2 – Maine and Vermont – had programs that were significantly more effective than states with no program at all. After Vermont’s \$5 incentive went into effect, the state rose to first in the nation for per capita collection in 2011.

TRC routinely spins the data to highlight increases in thermostat collection while obscuring the fact that very

few thermostats were still collected. For example:

Georgia is ranked first, according to the TRC’s calculations, with a 3,522 percent improvement. However, the state still collected only an estimated 1,655 thermostats in 2011, leaving it near the bottom in terms of per capita collection rates.

TRC describes the Texas program as a huge success story because it collected over 400 percent more in 2011 than 2009. However, the Texas program still collected fewer than 5,000 thermostats in 2011 compared to the Maine program, which collected 6,600 in the same year with a population 20 times smaller.

“Improper disposal of mercury-containing thermostats is an industry problem. Yet, rather than taking on the responsibility and being leaders, thermostat manufacturers have put too much of the burden on government – which is neither financially sustainable nor effective,” said Scott Cassel, chief executive officer of the Product Stewardship Institute.

For a copy of the report, view this article on [www.AmericanRecycler.com](http://www.AmericanRecycler.com).

## Edwards Brothers Malloy receives national paper recycling award from AF&PA

The American Forest & Paper Association (AF&PA) presented Edwards Brothers Malloy, based in Ann Arbor, Michigan, with its 2013 Business Leadership Award. The award, which recognizes outstanding paper recycling programs, was presented at the 2013 Book Manufacturers’ Institute Management Conference.

The program stood out from the other award entries for its efforts to educate employees on recycling a variety of paper grades and its waste management and reduction business practices, which led them to achieve zero-landfill status.

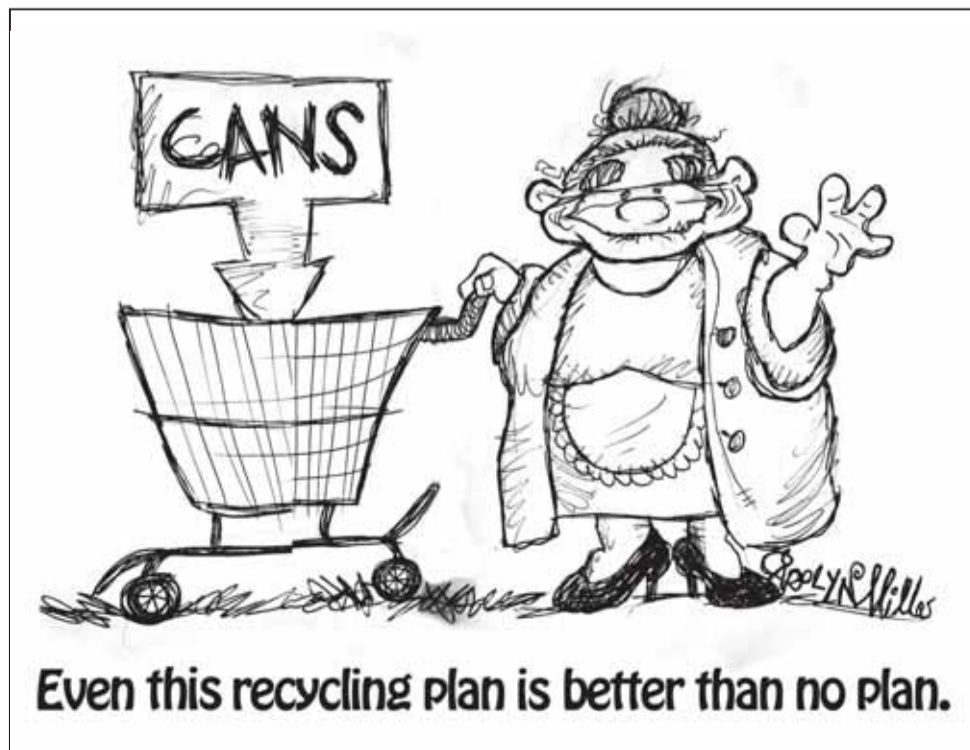
“AF&PA is proud to honor Edwards Brothers Malloy recycling efforts with

this year’s Business Leadership Award. They drove their zero-landfill vision by educating their employees on different recyclable grades of paper and paper-based packaging and how to recycle them, and their nearly 100 percent employee participation makes their program particularly impressive,” said Mark Pitts, AF&PA’s executive director of printing & writing papers, who presented the award.

As a book manufacturer, Edwards Brothers Malloy has long been both aware of and committed to the environmental benefits of paper recycling. A company-wide renewed commitment to sustainability in 2009 resulted in the

characterization and collection of 20 different paper grades throughout the facility. Incorporating the process into the daily workflow, coupled with employee education, has increased the volume and quality of the paper being recovered.

AF&PA recently announced that 65.1 percent of all paper consumed in the U.S. was recovered for recycling in 2012. Recycling programs such as Edwards Brothers Malloy’s, combined with the recycling efforts of millions of Americans each day, help drive the industry toward its goal to exceed 70 percent paper recovery for recycling by 2020.



Even this recycling plan is better than no plan.

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## KLT Industries provides public schools with recycling solution

More than 80 schools in Massachusetts and Connecticut have earned thousands of dollars in revenue in 2011 and 2012 as a result of partnering with KLT Industries for their cardboard and paper recycling needs. KLT Industries' mixed paper collection program is implemented in schools allowing students, school facilities staff and even parents to utilize strategically placed receptacles located on school campuses for recycling cardboard and various mixed paper products.

The program is free of charge and has saved school districts thousands of dollars by eliminating costly removal services from their previous haulers. The program has paid school districts nearly \$10,000 in revenue in 2011 and 2012.

Sheryl Caterino, treasurer of KLT Industries, commented, "The mixed paper recycling program offered to New

England school districts is a result of KLT Industries' commitment to encourage students to be environmentally conscientious. Our sales staff works closely with school facilities staff, and in some instances teachers, to identify easy-to-access locations for mixed paper receptacles to encourage higher rates of cardboard and paper recovery. We pay the school districts per ton for these materials so the more they recycle the higher their monetary gain."

KLT Industries mixed paper recycling program is also offered to non-profit organizations, parishes, municipal buildings and transfer stations.

PHOTO RIGHT: After collecting mixed paper from around campus, Ayer-Shirley High School Green Team members pictured above from right to left: Ralph Go, Olivia Silva, Allana J. Gillbert, Olivia Grallert and My Linh Tran utilize conveniently placed receptacles located in easy-to-access locations to offload their valuable recyclable products.



## Ohio EPA and Rumpke provide glass recycling grant

Responding to a need from Ohio's glass manufacturers, Ohio EPA, in partnership with the Hamilton County Recycling and Solid Waste District and cooperation with Rumpke Recycling, has provided \$250,000 to help purchase equipment to screen, clean and sort glass. This is important in the glass recycling industry.

"This grant will help save landfill space and provide Ohio manufacturers with a necessary raw ingredient," Ohio EPA director Scott Nally said at Rumpke Recycling Cincinnati in St. Bernard.

While modern manufacturers rely on the same basic materials that have been

part of the glass-making process for millennia, today's engineers know that adding cullet, or small pieces of post-consumer glass, lowers the melting point of other ingredients to create finished glass products. Lowering the melting point requires less fuel and lowers costs.

Ohio's glass makers estimate they could use an additional 165,000 to 185,000 tons of cullet each year. Because 90 percent of Ohio's post-consumer glass ends up in landfills, director Nally saw an opportunity for the state to help harvest a raw material from what would have been a waste stream.

## Phoenix sets goal to become the greenest city in the Southwest

The city of Phoenix, Arizona could be known as the greenest city in the Southwest by 2020, as it undertakes an overhaul of its current solid waste management programs to increase efficiency, lower costs, boost convenience and motivate the public to take an active role in landfill diversion.

Arizona-based Earth911, Inc., an Infinity Resources Holdings Company will partner with California-based Citizen Group, a branding and advertising agency, in the project that will track toward Phoenix Mayor Greg Stanton's goal for the city of 40 percent landfill diversion by 2020, known as the 40 by 20 initiative.

Under the agreement, Earth911, Inc. and Citizen Group will accomplish the outreach portions of the full 40 by 20 initiative by developing a plan for communication and public education. Together, the companies will evaluate the best practices of model cities to devise a solution that will help the city achieve its 40 percent landfill diversion goal.

In addition to identifying gaps in recycling availability and residents' knowledge of how to recycle, Earth911 will define a strategy for communicating to residents, including the use of mobile applications and the use of data about common consumer products.

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# Superstorm

■Continued from Page 1

vehicles, we handled tractor-trailers and other commercial vehicles, as well as a handful of motorcycles.”

While many salt water flooded vehicles appear to be structurally undamaged, salt water is highly corrosive and can cause severe damage to electrical systems, interiors and mechanics. For that reason, many owners require certified destruction.

Besides cars and trucks, many other vehicle types were victims. The Boat Owners Association of the United States (BoatUS) estimates than 65,000 recreational boats, both insured and uninsured, were damaged or lost in Sandy at an estimated dollar loss of \$650 million. That made Sandy the single largest disaster for recreational boats on record. Scott Croft, spokesman for BoatUS said, “We think that about half the recreational boats out there have insurance. It’s not mandatory. Usually people want insurance simply for the protection, or their bank requires it for a loan on the boat. But if you don’t have a loan and the boat is of low value many people don’t insure.”

Total loss steel and aluminum boats, and marine engines, of course, can be processed much like autos by eliminating environmental hazards, and be recycled for scrap metal. Recycling a fiberglass boat is much more difficult. When size-reduced fiberglass tends to fluff, it is nearly impossible to recycle. However, several non-profit organizations accept donations of total-loss fiberglass boats for reconditioning projects.

Untold numbers of other types of recreational vehicles were also affected by Sandy such as travel trailers, motor homes,



The land IAA procured at Calverton Executive Airpark in New York was the finish line for a recovery effort that gathered thousands vehicles from Sandy-affected regions.

motorcycles, snowmobiles and personal watercraft.

One company that auctions the full variety of vehicles is Insurance Auto Auctions, Inc. (IAA). IAA focuses on the automotive salvage industry and provides sellers and buyers with venues to process and acquire total loss, recovered theft, fleet lease, dealer trade-in and collision damaged rental vehicles.

IAA works with a variety of sellers including insurance companies, dealerships, rental car companies and fleet lease companies to facilitate the efficient sale of salvage vehicles. IAA offers vehicle pickup, in-house titling, on-line assignment, digital imaging, marketing, vehicle inspection areas and live, and live-online auctions.

Jeanene O’Brien, vice president of provider marketing at IAA shared her company’s experience with the catastrophe. “Our locations in the New Jersey and

New York metropolitan area were naturally most impacted and it was the largest event we have managed to date. Our efforts, specific to Sandy, required significant additional staff, towing companies and space in order to accommodate the dramatic increase in volume. All of our auctions are live and live-online, and we also held screen sales, allowing buyers to efficiently bid on vehicles that were in holding yards.”

“IAA does not complete mechanical or body repair, but to accommodate our buyers, we offered additional sales and opportunities to secure the vehicles they needed. We also worked with our sellers by segmenting our inventory to assist them in completing inspections and estimates for the claims process. We consider our salvage auction process to be very efficient. We currently have less than five percent of Sandy volume remaining to be auctioned,” said O’Brien.

Lastly, Joe Payesko, general manager of Sims Metal Management’s east coast Claremont Region, spoke with American Recycler. Sims’ facilities most affected by Sandy were located in Jersey City and Port Newark-Elizabeth, New Jersey and in the Bronx and Long Island City, New York.

Sims recycles on five continents, which includes the U.S., Australia and the United Kingdom, and has one of the largest networks of processing facilities and feeder yards.

Payesko, like millions of others in the New York metro region, lost power at his home for 10 days. But what Payesko and his team did prior to the storm was critically important to protecting their scrap metal operations. Sandy was predicted to hit the area on Monday, October 29th, but they began preparing on Friday, the 26th.

“We shutdown our transformers on Sunday afternoon and moved what we could to higher ground because we knew we would not be working on Monday. Our biggest concerns were powering down our transformers and protecting our leased fleet of barges and our floating cranes. We had the only ship in the New York harbor at our dock in Jersey City. We had tugboats on standby from Sunday on, making sure our barges were pulled out and off the docks as the tide was rising. The water rose five feet above the dock. Anything that was floating, was floating up onto the land. During the height of the storm, the tugs were pulling our barges back off the docks. We had a six million dollar crane

on a barge in Port Newark and we had a tugboat nearby, keeping it safe. The crane actually went up on the dock, but the tug was able to pull it off before the tide went out. As quickly as the tide came in, it went out. After the storm, if you went around the New York and New Jersey coastline, there were barges and ships and many other things that were lying on top of docks. Because we were prepared, that didn’t happen to us.”

Of all its water-borne assets, Sims suffered only one hole in one barge and even that didn’t sink. By Tuesday morning Sims’ people, some living along the Jersey Shore whose homes were affected, were back at work. Five feet of water had covered the Jersey City yard. After only three days Sims was receiving material and using generators to power its scales. Within one week, with power restored and after a day of maintenance, their Jersey City mega-shredder was back online even though there were issues with other aspects of the operation in low lying areas of the property.

“We had devastation here – facilities down. We had 250 workers in Jersey City and another 60 in Long Island City. That place was also completely flooded. I still have operational people who are not back in their main offices.”

“We started to acquire vehicles from Sandy after December 15th and it went on through the month of January at a very high volume. There were tens of thousands of vehicles processed. We were very busy at our Long Island City and Jersey yards with cars coming in from auto wreckers and from the ports that were totally flooded out,” Payesko reported.

At the Port Newark-Elizabeth Marine Terminal alone, about 16,000 vehicles were ruined by Sandy’s tidal surge at an estimated loss of more than \$400 million. These imported vehicles, recently off-loaded from car ships and parked in lots at the Terminal, had been destined for dealerships throughout the northeast.

“There were also cars from the communities that were flooded out that went to auctions and were bought by people like ourselves, other scrap dealers, and auto wreckers. People also bought saltwater damaged vehicles for parts or reconditioning, but there were many OEMs and other owners that wanted certified destruction because they did not want the vehicles or parts going into the marketplace. During December and through the middle of January we worked around-the-clock to de-pollute vehicles – taking out mercury switches, CFCs out of air conditioners, and removing fluids. We performed the certified destruction and customers actually watched their vehicles going into our shredder. Besides cars and light trucks, we processed busses, tractor-trailers, backhoes, bulldozers, motorcycles and ATVs – all sorts of things.”

Sandy-damaged vehicles coming into Sims’ Claremont Terminal began to taper off by mid-March.

“Going through Sandy and having no casualties was amazing. I was so proud of our crew. After we got up and running I took 30 guys out to dinner to thank them – supervisors and managers that were part of it. They were here every day and I was proud to be working with people like that,” Payesko concluded.

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## Trex recovers over 2.5 billion pounds of plastic and wood

For Trex, a manufacturer of wood-alternative decking and railing products, being “green” is good business. From 2007 through 2012 alone, the company salvaged and kept more than 2.5 billion pounds of plastic and wood scrap out of landfills.

Trex reclaims and reuses both sawdust and polyethylene plastic from many common household items – such as case overwraps, sandwich/bread bags, newspaper sleeves, dry cleaning bags and grocery/retail bags – to create products that offer an environmentally responsible choice to consumers. Trex also is the first company in the wood-alternative decking industry to receive an International Code Council Evaluation Service® (ICC-ES) SAVE Verification for Recycled Content.

While Trex’s recycling efforts are national and international in scope, with a variety of in-store collection programs delivering materials to Trex facilities, the company also supports a multitude of recycling solutions on the local level,

and continues to expand its support of green initiatives in communities across the country year after year.

To meet increased demand, Trex is growing its “mini-baler” pilot program in Southern California to include additional small businesses that otherwise might not have the opportunity to partner with Trex as plastics suppliers. The company is also introducing new compressed air balers to accommodate even greater quantities of materials.

Since 2008, this program has drawn such diverse participants as dry cleaners, independent grocery stores, hospitals, a horse stable, Petco Park (home of the San Diego Padres) and the City of Solana Beach. Plastics are collected and taken to mini-balers in waste yards or other locations, where they are compressed into 50 lb. bales and then transported to Trex manufacturing facilities. Trex plans to grow the program throughout Southern California with the eventual goal of making mini-balers available to municipalities in every state.

## BlackGold opens recycling facility

BlackGold Biofuels of Charlotte, North Carolina, has opened an innovative recycling facility for restaurant kitchens’ wastewater, cleaning up the water and recovering a biofuel. While it’s common to recycle deep fryer oil, recycling oils from kitchen wastewater has proven much more elusive. The facility is the first of its kind in the area.

BlackGold Biofuels of Charlotte receives grease trap waste from wastewater haulers that is generated in commercial and institutional kitchens during dishwashing and food preparation. BlackGold Biofuels removes food particles and then extracts and purifies the recovered plant- and animal-based oils. The recovered oil is used for biofuels, offsetting fossil fuels while increasing energy independence.

By cleaning the wastewater, BlackGold Biofuels reduces the burden on the region’s wastewater treatment plants. The U.S. EPA names blockages from grease as a top culprit in sewer overflows nationwide. It is estimated that grease is responsible for 50 to 60 percent of Charlotte area sewer overflows. Currently, grease trap waste is landfilled or spread on fields. The material can be sent to anaerobic digestion to produce biogas for energy use, but 70 percent of the grease’s energy is lost and few facilities have infrastructure to convert it. Lacking compelling alternatives, much of this waste ends up in the sewer.

“Proper grease trap maintenance is critical to the efficient functioning of the wastewater treatment system,” explained Jackie Jarrell, Charlotte Mecklenburg utilities’ superintendent of the environmental management division. “Creating high-use beneficial reuses helps divert this waste out of our sewers and into compliant pathways, creating a financial and environmental win for the region.”

The facility developer, BlackGold Biofuels, is based in Philadelphia and is

## ReCommunity MRF reopens as single stream facility



ReCommunity, headquartered in Charlotte, North Carolina converted its dual stream MRF in Memphis, Tennessee, to a single-stream recycling facility. ReCommunity chose the CP Group to design, manufacture and install the new equipment in its existing 42,000 sq.ft. building.

The modernized and upgraded system will process glass, aluminum, steel, plastic, newspapers, magazines and cardboard. With the new technology, the system will automatically be able to capture OCC, PET bottles, cartons/aseptic

containers, steel, aluminum and other materials. The single-stream upgrade of ReCommunity Memphis adds highly automated and technologically advanced machinery, resulting in less manual sorting and higher quality end-products.

The system has a CP OCC Screen for pulling out cardboard; a CP NEWScreen and CP Screen for separating fibers from containers; two MSS Aladdin optical sorters for separating and recovering PET, cartons and mixed plastics 3-7; and Impact Air Airknife and Zig Zag Glass Cleaner.

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## ALTERNATIVE ENERGY

# Waste Industries unveils compressed natural gas station and refuse fleet



Pictured (l-r): J. Alexander, president of Mansfield Energy Corp.; The Honorable Phil Norris, chairman of Brunswick County board of commissioners; Ven Poole, CEO of Waste Industries; Maxwell Taylor, vice president of Carolina Environmental Systems; and Joe O'Neill, natural gas vehicle business development rep from Piedmont Natural Gas.

Waste Industries USA, Inc., (WI) headquartered in Raleigh, North Carolina, launched the first compressed natural gas (CNG) station and fleet in the Cape Fear region. The filling station and fleet demonstrate WI's commitment to using safe, alternative fuels to power its North Carolina fleets.

The launch of the CNG station and fleet was held at WI's Bolivia Branch in Brunswick County, where WI leadership, industry partners and local dignitaries symbolized the launch with the turning of a large gas valve. WI's Bolivia Branch is home to 46 CNG filling points where 32 trucks and 1 service vehicle will operate using CNG, servicing approximately 80,500 homes and businesses across the Cape Fear region. The

station is not open to the public at this time.

The WI project is the result of a partnership of services provided by Mansfield Energy Corp. and Piedmont Natural Gas (PNG). Mansfield provided the construction design, engineering and project management services for the installation of the fueling station. PNG will provide WI with reliable natural gas service as well as the related infrastructure necessary to operate the Bolivia CNG fleet.

Bolivia's CNG station solidifies WI's long-term strategy to reduce the company's carbon footprint and follows on the heels of the launch of the Durham CNG station and fleet in May of 2012.

# SunEdison and Petrobras to build solar PV plants

SunEdison, a solar energy services provider and subsidiary of MEMC Electronic Materials, Inc., has signed an agreement with Petrobras to build one of the largest solar photovoltaic power plants in Brazil. The plant will be located in Alto do Rodrigues, Rio Grande do Norte. Once completed, the SunEdison Renewable Operations Center will manage the ongoing operations of the plant. The energy generated will be destined to the National Interconnected System (SIN).

The plant will have an installed capacity of 1.1 MW and will be built on land adjacent to the Thermoelectric Plant Jesus Soares Pereira that belongs to Termoacu S.A, which major stakeholder is Petrobras. The plant is expected to generate 1.65 GWh per year, avoiding the emission of 380 tons of carbon.

The construction of the plant is part of an initiative lead by Petrobras within the structure of the Research and Development Program of the Brazilian Electricity Regulatory Agency (ANEEL).

This project also includes the construction of a 10 kW experimental platform, (a model plant) at the Federal University of Rio Grande do Norte Department of Electrical Engineering's Laboratory of Power Electronics and Renewable Energy, and counts with partnership of the Center for Gas Technology and Renewable Energy located in Natal.

The expansion of the network of laboratories will aid testing and certification of equipment, increase availability of public data on solar photovoltaic energy generation, as well as improve the quality of training of technical and higher-level professionals dedicated to this field.

Approximately 50 people will work on the construction of the plant, which is expected to begin operations at the end of this year. The plant will be built with technology from SunEdison 3.672 Silvantis™ photovoltaic (PV) solar modules and will be installed, using A90 solar trackers designed by SunEdison.

# Florida incentives bill promotes natural gas vehicle usage

The Florida Chapter of the National Solid Wastes Management Association (NSWMA FL) contributed to the passage of a bill promoting use of natural gas fuel in vehicles in the Florida Legislature.

The legislation – H.B. 579, cosponsored by Rep. Lake Ray (R-Jacksonville) and Sen. Wilton Simpson (R-New Port Richey) – creates incentives for companies to begin using natural gas-powered vehicle fleets.

The bill includes several provisions recommended by the NSWMA FL, including a lower tax rate of \$.21 for natural gas fuel (\$.10 lower than diesel fuel) beginning in 2019 and an economic impact study of the new rate by the Florida

Office of Policy, Program and Governmental Accountability.

The NSWMA FL also recommended the state provide incentives for vehicle fleets to convert to natural gas. H.B. 579 creates a rebate program administered by the Florida Department of Agriculture and Consumer Services, to be funded at \$6 million for 5 years. Under the program, companies wishing to expand their fleets using natural gas vehicles can apply for rebates of up to \$25,000 per vehicle, totaling up to \$250,000 per year.

The bill also includes a 35 percent tax refund for vehicles with power take-off functions, and natural gas fuel will not be taxed for a period of 5 years.

*Our first day at a resort my wife and I decided to hit the beach. When I went back to our room to get something to drink, one of the hotel maids was making our bed. I grabbed my cooler and was*

*on my way out when I paused and asked, "Can we drink beer on the beach?" "Sure," she said, "but I have to finish the rest of the rooms first!"*

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# PAPER

## AF&PA March paper reports

The American Forest & Paper Association released its March 2013 U.S. paper reports.

### Containerboard

Containerboard production rose 6.8 percent over February 2013 but fell 2.6 percent over the same month last year. The month-over-month average daily production decreased 3.5 percent. The containerboard operating rate for March 2013 lost 3.4 points from February 2013, from 96.2 percent to 92.8 percent.

### Paperboard

Total boxboard production decreased by 1.2 percent compared to March 2012 but increased 6 percent from the previous month. Unbleached Kraft Boxboard production decreased over the same month last year and decreased compared to the previous month. Total Solid Bleached Boxboard and Liner production decreased compared to March 2012 but increased compared to last month. The production of Recycled Boxboard increased compared to March 2012 and increased when compared to the prior month.

### Printing-writing paper

According to the report, total printing-writing paper shipments were down 6 percent compared to March 2012.

### Additional key findings:

•March shipments of coated free sheet (CFS) papers decreased less than 1

percent compared to March 2012, with year-to-date CFS shipments essentially flat through the first quarter.

•Uncoated free sheet (UFS) papers shipments of 753,000 tons in March were 6 percent below the same period last year, with imports increasing 12 percent year-over-year in February and exports declining 12 percent.

•March uncoated mechanical (UM) paper shipments decreased 13 percent when compared to March 2012, with year-over-year exports through February up 28 percent.

•Coated mechanical (CM) shipments in March decreased 9 percent compared to March 2012 to 247,800 tons. Imports of coated mechanical increased year-over-year through February, up 12 percent.

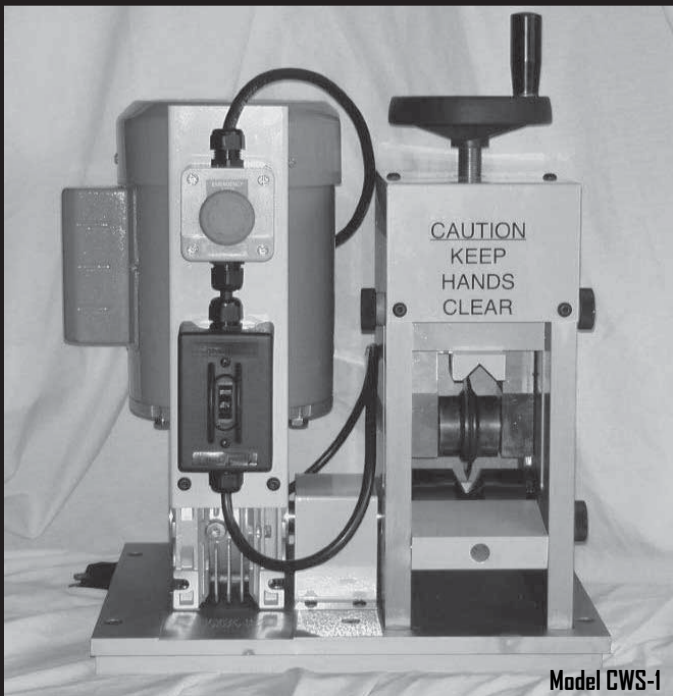
### Kraft Paper

Total Kraft paper shipments were 132.6 thousand tons, an increase of 11.6 percent compared to the prior month. Bleached Kraft paper shipments decreased year-over-year 1.3 percent, and the 7.2 percent year-over-year decline in unbleached Kraft paper shipments were enough to bring overall Kraft paper shipments down 6.5 percent year-over-year. Total month end inventory increased 0.4 percent to 71.6 thousand tons this month compared to February 2013 month end inventories.

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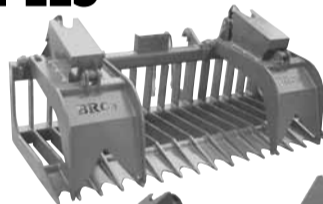
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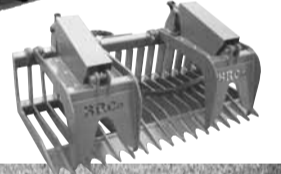
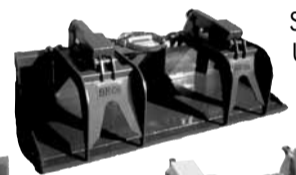
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### EAGLE INTRODUCES THE NEW EAGLE OTR DEBEADER

Eagle International has released its new, patent-pending Eagle OTR Debeader. The tire debeader will allow businesses in the OTR tire recycling industry to pull the steel bead bundle from the OTR tires.

Recycling the steel bead bundles will add an additional revenue stream to any scrap tire operation. The steel bead section can be sold to the steel recyclers and the rest of the tire can be processed with the Eagle downsizing system.



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TX models are available in 3,000, 3,500 and 4,000 lb. capacities and include a vehicle control module. TX Series lift trucks are also standard with seatbelt warning alarms, turning speed limits, traveling lift height limits and seat-actuated power interrupt for lift and tilt-lock.



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### NEW VEI LOADER SCALES OFFER A BETTER LOOK AT MORE DATA

VEI Loader Scales, represented in North America by RMT Equipment, has introduced two new scales. The Helper X is the new top-of-the-line loader scale from VEI, providing today's most advanced data management capabilities for in-motion weighing. The Millennium 5 model offers a lower cost version with the same weighing accuracy, ease of data entry, easy readout screens and if needed, an easy upgrade path to convert it to a Helper X.

Both systems are equipped with new high-definition color displays, automatic brightness control and high visibility in any light conditions.

## PLASTICS

# Revised plastic container rules take effect in California

Plastic packaging gets a green boost in 2013 as revised regulations go into effect in California that are intended to decrease the use of new plastic and increase the use of recycled postconsumer plastic to manufacture rigid containers.

At issue are a wide variety of rigid plastic packaging containers, or RPPCs, such as bottles, buckets and the clamshells often found enclosing or protecting products. The revised rules expand the definition of an RPPC and provide additional options for product manufacturers to demonstrate compliance. Some of the products impacted by the revised rules include cleaning supplies, tools, consumer electronics and hardware.

"RPPCs are ubiquitous – just go into any store or online and you'll get an idea how abundant plastic packaging is," said Carol Mortensen, director of the Department of Resources Recycling and Recovery (CalRecycle). "Many product manufacturers are already using packaging that contains recycled plastics. The revised rules provide even more opportunities for product manufacturers to reduce the amount of plastics ending up in California's landfills and the ocean."

CalRecycle is working with industry representatives to enhance their understanding of the regulations, and intends to host a workshop on the regulations in July.

In general terms, under both the old and the revised rules, a regulated RPPC

sold in California must meet at least one of the following criteria:

- It must be made from at least 25 percent postconsumer plastic;
- The container weight must be reduced by at least 10 percent;
- The RPPC must be "reusable" and routinely reused at least 5 times; or
- It must be recycled at a 45 percent recycling rate.

Under the revised rules:

- Product manufacturers must register with CalRecycle.

To ensure compliance, visit CalRecycle's registration page at [calrecycle.ca.gov/Plastics/RPPC/Register.htm](http://calrecycle.ca.gov/Plastics/RPPC/Register.htm)

- Product manufacturers that sell products in RPPCs in California are responsible for using compliant RPPCs. California sales include remote sales through distributors and/or wholesalers and through the Internet;

- The RPPC must be capable of at least one closure (including closure during the manufacturing process);

- The "reusable" term now excludes containers that store original products for sale; and,

- Manufacturers cannot switch to using a different plastic resin in an RPPC to achieve a 10 percent weight reduction.

For more specific information, view this article on [www.AmericanRecycler.com](http://www.AmericanRecycler.com).

## NYC now accepts rigid plastics

New York City is expanding its recycling program to accept all rigid plastics, including toys, hangers, shampoo bottles, coffee cups and food containers.

"If it's a rigid plastic, any rigid plastic, recycle it," said New York City Mayor Michael Bloomberg. "There is no more worrying about confusing numbers on the container. This means that 50,000 tons of plastics that we were sending to landfills every year will now be recycled and it will save taxpayers almost \$600,000 in export costs each year."

The expansion of plastics recycling is part of the city's Solid Waste Management Plan. It is made possible, in part, through a partnership with SIMS Municipal Recycling whose recycling facilities are equipped to handle the broad range of plastic recycling.

It takes 70 percent less energy to make plastic from recycled plastics rather than from raw materials, so the new system is going to help New York City further reduce its carbon footprint, the officials said.

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## METALS

# Novelis introduces high-recycled content aluminum

Novelis is making available the industry's first independently certified, high-recycled content aluminum designed specifically for the beverage can market. With a minimum of 90 percent recycled aluminum, the Novelis evercan™ aluminum beverage can body sheet will allow beverage companies to deliver soft drinks, beer and other popular beverages in a low-carbon footprint consumer package.

Novelis evercan aluminum sheet has been certified for high-recycled content by SCS Global Services, a third-party environmental, sustainability and food quality certification company.

Novelis is initially offering aluminum can body sheet guaranteed to contain at least 90 percent recycled content. When combined with the can end made of a different alloy during the can making process, the new Novelis evercan will

enable beverage companies to market their beverages in standard 12 ounce aluminum cans certified as made from a minimum of 70 percent recycled content. The Novelis evercan aluminum beverage can body sheet is commercially available now in North America and Europe, and will be available worldwide later this year.

The company's efforts to increase the recycling of beverage cans is a key component of its plan to dramatically increase the recycled content of its products across its global operations to 80 percent by 2020. Novelis has announced capital investments of close to \$500 million over the last two years that will double global recycling capacity to 2.1 million metric tons by 2015. Recycling aluminum requires 95 percent less energy, and produces 95 percent fewer greenhouse gas emissions, than manufacturing primary aluminum.

## Arnold G. Gachman presented with lifetime achievement award

The Institute of Scrap Recycling Industries (ISRI) presented the ISRI Lifetime Achievement Award to Arnold Gene Gachman, president of Gachman Metals and Recycling Company, of Texas.

Gachman received the award for his life-long dedication and leadership in the field, and commitment to ISRI.

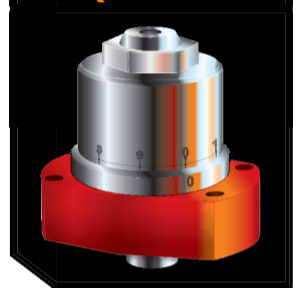
At age 27, Arnold Gachman was named general manager of the family business, Gachman Metals (later Gachman

Metals and Recycling Co.), and 5 years later, in 1974, he became its president. His success earned him the respect of industry colleagues who soon enlisted him to serve in leadership roles in the Institute of Scrap Iron and Steel (ISIS) Gulf Coast Chapter and later as national secretary of ISIS in 1984. Gachman also was active in the National Association of Recycling Industries. In 1992, Arnold Gachman became ISRI's third president.

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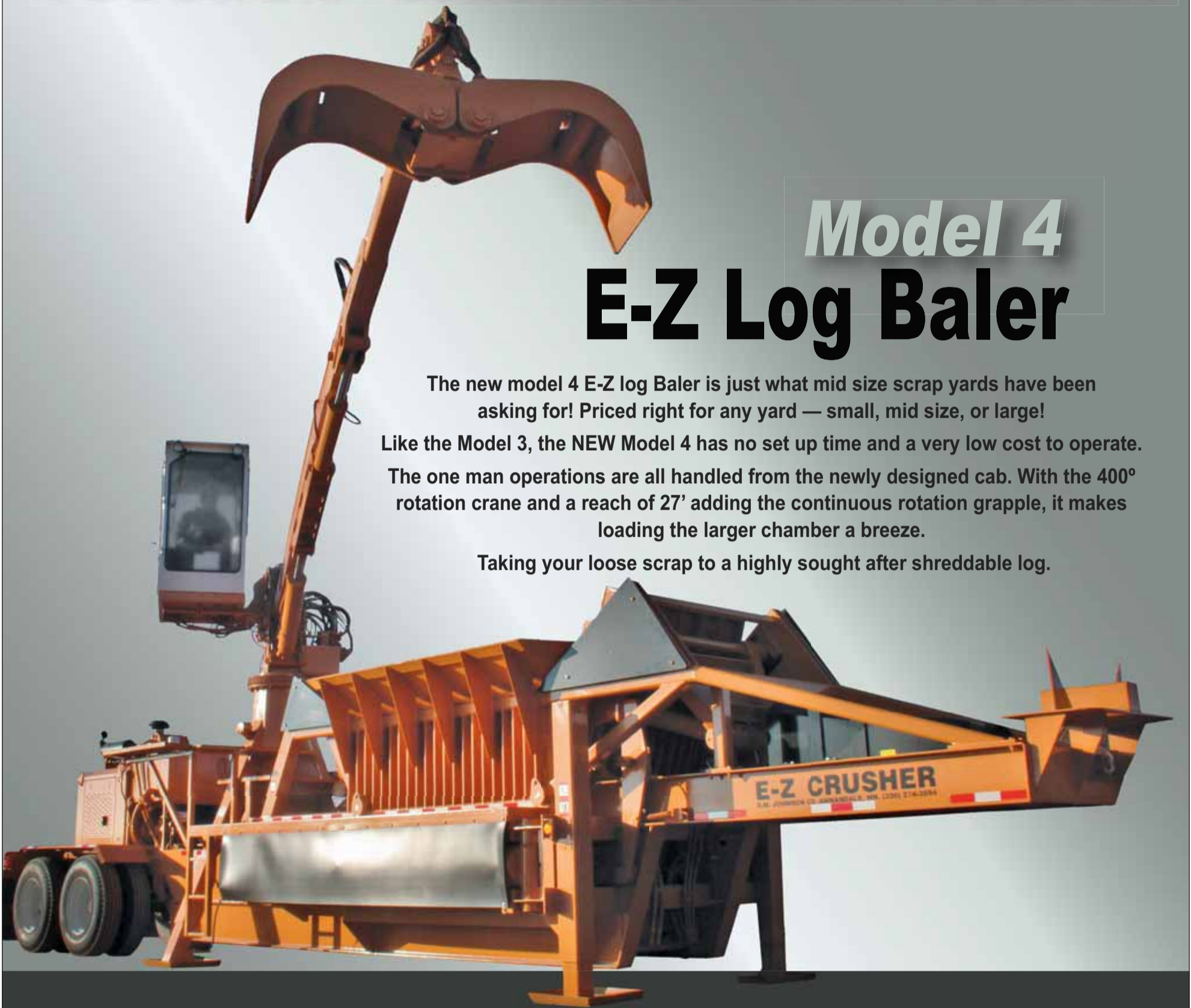
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# METALS

## Finished steel imports decreased in March

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,476,000 net tons (NT) of steel in March, including 1,967,000 net tons (NT) of finished steel (down 1 percent and up 4 percent, respectively, versus February final data).

According to the Census Bureau data, year-to-date (YTD) total and finished steel imports are 7,601,000 and 5,996,000 net tons (NT), respectively, down 12 percent and 8 percent versus 2012.

Key finished steel products with a significant import increase in March 2013 compared to February are reinforcing bar (up 88 percent), hot rolled bars (up 21 percent), tin plate (up 20 percent), sheets and strip galvanized hot dipped (up 20 percent), oil country goods (up 18 percent) and sheet and strip all other metallic coatings (up 18 percent).

Major products with significant YTD import increases vs. the same

U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS BY COUNTRY OF ORIGIN (Thousands of Net Tons)					
	MAR 2013	FEB 2013	2013 Annual (est)	2012 Annual	% Change 2013 Annual vs. 2012
SOUTH KOREA	271	282	3,659	3,651	0.2%
CHINA	179	127	1,781	1,931	-7.8%
JAPAN	104	144	1,664	1,652	0.7%
TURKEY	163	114	1,650	1,347	22.5%
GERMANY	116	101	1,164	1,279	-9.0%
TAIWAN	82	71	778	833	-6.7%
INDIA	35	44	574	762	-24.7%
All Others	1,212	1,003	13,502	14,372	-6.1%
<b>TOTAL</b>	<b>2,163</b>	<b>1,886</b>	<b>24,770</b>	<b>25,826</b>	<b>-4.1%</b>

period last year include sheets and strip hot dipped galvanized (up 26 percent).

In March, the largest volumes of finished steel imports from offshore were all from Asia and Europe. They were from South Korea (231,000 NT, down 18 percent), Japan (177,000 NT, up 39 percent), China (136,000 NT, down 6 percent), Turkey (154,000 NT,

up 34 percent) and India (75,000 NT, up 72 percent). For 3 months of 2013, the largest offshore suppliers were South Korea (875,000 NT, down 5 percent), China (447,000 NT, up 51 percent), Japan (443,000 NT, down 9 percent), Turkey (403,000 NT, down 22 percent) and Germany (248,000 NT, down 17 percent).

## DEQ issues penalty to Metal Movers

The Oregon Department of Environmental Quality (DEQ) has issued a \$17,231 penalty to Metal Movers, LLC, for a variety of hazardous and solid waste violations at the metal recovery business in Helix.

Metal Movers illegally disposed of solid waste and failed to properly clean up spills from oil and automotive fluids. The company also improperly labeled and stored containers of used oil and failed to determine whether some of its wastes were hazardous.

A DEQ property inspection in August 2012 found large piles of solid waste, including metals, vehicle components, plastics and glass. The same inspection also found that oil, gasoline and other automotive fluids, as well as contaminants from broken lead-acid batteries, had been released to the soil.

Three months after being told of the violations, Metal Movers had not acted to remedy the situation.

DEQ issued the penalty because the violations pose a risk to human health and the environment. By issuing the penalty, DEQ also ensures a level playing field for businesses who willingly comply with environmental regulations.

In addition to the penalty, DEQ also ordered Metal Movers to remove and properly dispose of all solid waste from the property and clean up all soil contamination.

## Air Force cadet squadron wins recycling contest

The United States Air Force Academy Cadet Squadron 09 won the inaugural Great American Can Roundup (GACR) contest by recycling a total of 4,166 beverage cans. Sponsored by the Can Manufacturers Institute (CMI), the GACR creates awareness of the environmental benefits of recycling cans.


A representative from Ball Corporation, one of the largest manufacturers of

aluminum beverage cans in North America, presented the Academy Challenge Perpetual Trophy, along with a \$1,500 check, to the winning squadron at the Air Force Academy's headquarters in Colorado Springs.

With more than 24,310 cans recycled and nearly half of the squadrons participating, the U.S. Air Force Academy Cadet Squadron Roundup ran from


November 15 through April 22. Participation was open to its 1,700 cadets who organized the collection and recycling of 5,000 cans within the final two weeks before Earth Day.

In addition to the first place squadron prize, Ball Corporation, on behalf of CMI, awarded \$1,000 to the second place recyclers, U.S. Air Force Cadet Squadron 06.



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# METALS

## Lawsuit against Phoenix Group Metals dismissed

On March 28, 2013, District Judge Gray H. Miller of the Federal District Court for the Southern District of Texas dismissed with prejudice the business disparagement lawsuit of Flores v. Phoenix Group Metals, LLC; 4:10-cv-05143. The dismissal was a resounding victory for Phoenix, Arizona-based Phoenix Group Metals, LLC. This brings to an end the lawsuit filed by Robert Flores d/b/a TXCAT on December 22, 2010.

Flores' lawsuit claimed that Jay Robie, the chief executive officer of Phoenix Group Metals (PGM) and the chairman of the Automotive Parts Remanufacturers Association, Core Suppliers Advisory Council, sent out e-mails and newsletters to individuals in the recycling industry that TX CAT engaged in a fraudulent scam and peddled a trailer load of low grade catalytic converters. As a result, TX CAT claimed that it lost business and that its lender withdrew its financial support for building a smelter.

Federal Magistrate Judge Nancy K. Johnson was assigned by Judge Miller to provide recommendations regarding the motion filed by Phoenix Group Metals to terminate TX CAT's case. After

reviewing and considering the filings by both parties, Judge Johnson determined that the affidavit filed by TX CAT's private lender, Susan Benton, in opposition to Phoenix Group Metal's dismissal motion contradicted her prior sworn testimony. Benton's affidavit was stricken in its entirety as a "sham affidavit." Magistrate Judge Johnson determined that Benton's affidavit "lacks credibility, much less persuasiveness."

In addition, Magistrate Judge Johnson found that the claims stated in TX CAT's lawsuit were barred because it was filed after the expiration of Texas's applicable statutes of limitation. Moreover, Magistrate Judge Johnson determined that TX CAT provided no evidence that it sustained any specific damages that were caused by Robie's e-mails and newsletters and that TX CAT's claimed damages were "nothing more than speculation" which fell far short of the required "proof of realized or liquidated losses." The Magistrate's recommendations were duly adopted by Judge Miller who dismissed TX CAT's entire lawsuit with prejudice and entered a final judgment in favor of PGM and Robie.

## Novelis increases prices for automotive aluminum sheet

Novelis declared price increases on its automotive aluminum sheet products in North America. The fabrication price will increase by \$0.13 per pound for 5182-series and 5754-series automotive alloys, and by \$0.09 per pound for 6000-series automotive alloys.

The price changes are effective immediately for all new orders on or after April 23, 2013. Novelis fabrication pricing for specified volumes under current supply agreements will be honored for the contract period.

## April SIMA import permits decreased by 3 percent

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of April total 2,576,000 net tons (NT). This was a 3 percent decrease from the 2,650,000 permit tons recorded in March but up by 4 percent from the March preliminary imports total of 2,476,000 NT.

Import permit tonnage for finished steel in April was 2,003,000, up 2 percent from the preliminary imports total of 1,967,000 in March. For the first four months of 2013 (including April SIMA and March preliminary), total and finished steel imports were 10,176,000 NT and 7,999,000 NT, respectively, down 13 percent and 11 percent from the same period in 2012. The estimated finished steel import market share in April was 23 percent and is 23 percent year-to-date (YTD).

Finished steel imports with large increases in April permits versus the

March preliminary included cut lengths plates (up 74 percent), wire rods (up 45 percent), standard pipe (up 36 percent), cold rolled sheets (up 19 percent) and mechanical tubing (up 19 percent). Major products with significant year-to-date (YTD) increases vs. the same period in 2012 include steel piling (up 60 percent) and cold rolled strip (up 36 percent).

In April, the largest finished steel import permit applications for offshore countries were for South Korea (275,000 NT, up 18 percent from March), Japan (220,000 NT up 25 percent), China (124,000 NT, down 9 percent), Germany (114,000 NT, up 56 percent) and Turkey (72,000 NT, down 53 percent). Through the first four months of 2013, the largest offshore suppliers were South Korea (1,150,000 NT, down 7 percent from the same period in 2012), Japan (663,000 NT, up 0.1 percent) and China (571,000 NT, up 30 percent).

## February steel shipments down 9.4 percent from January 2013

The American Iron and Steel Institute reported that for the month of February 2013, U.S. steel mills shipped 7,436,388 net tons, a 9.4 percent decrease from the 8,210,726 net tons shipped in the previous month, and a 11.5 percent decrease from the 8,407,343 net tons shipped in February 2012. Shipments year-to-date in 2013 are 15,647,114 net tons, a 7.4 percent decrease versus 2012 shipments of 16,905,275 net tons for two months.

The daily shipment average for February was 265,585 net tons, a 0.3 percent increase from the January daily shipment average of 264,862 net tons. A comparison of February shipments to the previous month of January shows the

following changes: cold rolled sheet, down 5 percent, hot dipped galvanized sheets and strip, down 5 percent and hot rolled sheet, down 11 percent.



Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$305.00	\$305.00	\$340.00	\$370.00	\$360.00
#1 Bundles	per gross ton	305.00	300.00	340.00	365.00	350.00
Plate and Structural	per gross ton	300.00	298.00	359.00	355.00	355.00
#1 & 2 Mixed Steel	per gross ton	300.00	295.00	362.00	350.00	335.00
Shredder Bundles (tin)	per gross ton	275.00	280.00	275.00	340.00	295.00
Crushed Auto Bodies	per gross ton	275.00	280.00	275.00	340.00	295.00
Steel Turnings	per gross ton	190.00	187.00	210.00	210.00	239.00
#1 Copper	per pound	3.00	2.95	3.00	3.00	3.26
#2 Copper	per pound	2.92	2.85	2.90	2.79	3.14
Aluminum Cans	per pound	.58	.59	.72	.65	.70
Auto Radiators	per pound	2.10	1.87	2.13	1.90	2.09
Aluminum Core Radiators	per pound	.59	.57	.70	.70	.70
Heater Cores	per pound	1.95	1.90	1.45	1.47	1.60
Stainless Steel	per pound	.59	.60	.65	.72	.66

All prices are expressed in USD. Printed as a reader service only.

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## AUTOMOTIVE

# EPA proposes achievable cleaner fuels and cars standard

Based on extensive input from auto manufacturers, refiners, and states, the U.S. Environmental Protection Agency (EPA) proposed sensible standards for cars and gasoline that will significantly

reduce harmful pollution while also enabling efficiency improvements in the cars and trucks.

These cleaner fuels and cars standards are an important component of the

administration's national program for clean cars and trucks, which also include historic fuel efficiency standards that are saving new vehicle owners at the gas pump.

The proposal will slash emissions of a range of harmful pollutants, including reducing smog-forming volatile organic compounds and nitrogen oxides by 80 percent, establish a 70 percent tighter particulate matter standard, and reduce fuel vapor emissions to near zero. The proposal will also reduce vehicle emissions of toxic air pollutants, such as benzene and 1,3-butadiene, by up to 40 percent.

The proposal supports efforts by states to reduce harmful levels of smog and soot and eases their ability to attain and maintain science-based national ambient air quality standards to protect public health, while also providing flexibilities for small businesses, including hardship provisions and additional lead time for compliance.

Throughout the development of the proposal, EPA met with representatives from the automotive and oil and gas industry as well as environmental, consumer advocacy and public health organizations. Based on initial feedback from these groups and a thorough rulemaking

process, EPA's proposal is estimated to provide up to \$7 in health benefits for \$1 spent to meet the standards. The proposed sulfur standards will cost refineries less than \$.01 per gallon of gasoline on average once the standards are fully in place. The proposed vehicle standards will have an average cost of about \$130 per vehicle in 2025. The proposal also includes flexibilities for small businesses, including hardship provisions and additional lead time for compliance.

The proposed standards will reduce gasoline sulfur levels by more than 60 percent – down to 10 parts per million in 2017. Reducing sulfur in gasoline enables vehicle emission control technologies to perform more efficiently. This means that vehicles built prior to the proposed standards will run cleaner on the new low-sulfur gas, providing significant and immediate benefits by reducing emissions from every gas-powered vehicle on the road.

The proposal is designed to be implemented over the same timeframe as the next phase of EPA's national program to reduce greenhouse gas (GHG) emissions from cars and light trucks beginning in model year 2017. Together, the federal and California standards will maximize reductions in GHGs, air pollutants and air toxics from cars and light trucks while providing automakers regulatory certainty and streamlining compliance.

Once published in the Federal Register, the proposal will be available for public comment and EPA will hold public hearings to receive further public input.

## Air Force closes banned vehicle waste wells

The U.S. Air Force 611th Air Support Group operating out of Alaska has closed four motor vehicle waste disposal wells that violated federal laws that protect the nation's sources of drinking water, according to a settlement with the U.S. Environmental Protection Agency (EPA). The Air Force used these wells to dispose of fluids generated in the maintenance shops at several sites across the state.

EPA banned the use of motor vehicle waste disposal wells nationwide in 2000 because of the risks they pose to drinking water sources.

While these four banned wells were not in drinking water protection areas, many motor vehicle waste disposal wells are located in areas of known underground drinking water sources. There are nearly 400 banned wells EPA is aware of in Alaska that have yet to be closed.

Motor vehicle waste disposal wells typically contain fluids such as engine oil, brake fluid, gasoline, diesel or cleaning solvents. Such fluids can contain heavy metals and petroleum products, which pose a risk to health and the environment.

In addition to closing the wells, the U.S. Air Force agreed to pay \$45,000 as part of a separate settlement with EPA to resolve the violations.

## SALVAGING Millions

by Ron Sturgeon  
Autosalvageconsultant.com

### Getting to yes with your banker

Learn from the tips in these continuing articles.

#### Tip No. 6 – Know your loan default triggers

I believe that this is one thing that every entrepreneur needs to know. In recent years, attorneys have come up with new paperwork that lists "death" as an instance of default in real estate loans. So if you get squashed like a bug on the way home from work, it's possible your spouse could immediately receive a letter saying that the loan has been called and that the bank requires the payoff right away.

As outrageous as this sounds, the idea has its origins in sound stewardship; it evolved from business loans where there was a concern that, if the owner died, there would be no one around to run the business. Obviously, things aren't likely to go well in that situation. So the bank wanted to make sure that in those instances, it could get its money back. Businesses assets can go away very quickly following an owner's death. Real estate is much less likely to change following a death.

I won't allow the provision and most lenders will remove it if asked, depending on your total situation. You can mitigate it with life insurance as well. I also negotiated with one lender to have a provision that said that the bank could cite my death as an instance of default ONLY after 180 days following death. Note the emphasis on "could:" Banks don't want good

loans to go away, so if the spouse can keep the boat floating, it's likely to be okay.

But that's not always the case, and you need to make sure that this default cause isn't included in any of your loan papers. Before you sign any documents, look at them carefully and review what constitutes an event of default. If your death is listed as a cause of default, have the bank take it out! The larger the bank, the harder it might be to get the clause stricken from the terms, but you owe it to your family to make sure it's removed.

While we're on the subject of dying, this is a good time to throw in a bonus tip: Never run a business without life insurance! It's not fair to saddle your heirs with your mistakes. Life insurance is a great way to insure your wealth – and to make sure that your family will be provided for if something happens to you. (Wouldn't you rather have them be able to pay off the loans to the business and sell it than to have the bank take it away from them?)

Last of all, when you're buying life insurance always buy term insurance and never buy whole life. Insurance salespeople make more commission on whole life, so they often push it hard, but term is always the way to go. There may be circumstances where term insurance isn't a good fit, but get that advice from someone other than the person selling you the insurance.

**Remember, only you can make BUSINESS GREAT!**

*This article was provided by autosalvageconsultant.com, which was formed in 2001 by recyclers for recyclers, to help them improve their businesses.*

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**June 3rd-4th**

**32nd Annual Northeast Recycling Conference & Expo.** Radisson Hotel, Manchester, New Hampshire.

800-223-0150 • www.nrra.net

**June 11th-12th**

**Biopolymers Symposium 2013.** The Field Museum, Chicago, Illinois.

207-807-5749 • www.biopolymersummit.com

**June 25th-28th**

**Air & Waste Management's 106th Annual Conference & Exhibition.** Hyatt Regency, Chicago, Illinois.

412-904-6003 • ace2012.awma.org

**September 15th-17th**

**Waste Conversion Technology Conference & Trade Show.** Hyatt Regency Mission Bay, San Diego, California.

800-441-7949 • www.waste-to-fuels.org

**September 17th-19th**

**WASTECON.** Long Beach Convention Center, Long Beach, California.

800-467-9262 • www.wastecon.org

**September 23rd-25th**

**23rd Annual ARC Conference & Trade Show.** Best Western Inn of the Ozarks, Eureka Springs, Arizona.

866-290-1429 • www.recycleark.org

**September 25th**

**Upper Peninsula Recycling Coalition Meeting.** Bay West College Campus, Iron Mountain, Michigan. 906-786-9212 • www.uprecycles.com

**October 13th-15th**

**Educational Conference on Litter Control & Solid Waste Management.** Canaan Valley Resort, Davis, West Virginia.

304-926-0448 • www.awvswa.com

**October 29th-30th**

**NERC Fall Conference.** Hotel Northampton, Northampton, West Virginia.

802-254-3636 • www.nerc.org



## INTERNATIONAL

# Conergy builds second solar power plant in Romania

Conergy is currently building another two megawatt solar power plant in the Romanian region of Slobozia.

Conergy is acting as general contractor on the project and is responsible for the entire planning and engineering of the park as well as for the construction and the supply of the components. The Conergy plant will not have to rely on any feed-in tariff, but will be profitable thanks to green certificates and Power Purchase Agreements (PPAs). Under these agreements, the energy provider purchases the solar electricity at a fixed price.

On an area of around 10 acres, over 8,000 German-made Conergy modules installed on Conergy SolarLinea mounting systems will produce more than 2,700 megawatt hours of clean solar



electricity each year, sufficient to supply 770 households.

Contrary to other European countries, Romania is not relying on a state-backed feed-in tariff but on a quota model. The state has issued a directive that requires energy providers and energy-intensive businesses to obtain a specific proportion of their electricity

from renewable sources, the figure currently being 14 percent. For this purpose, they need a certain number of green certificates. If they don't achieve the required quota, the energy providers must purchase green certificates to cover the shortfall. The quota is due to rise by 1 percent year over year, which means that by 2019 the proportion of

generated electricity that has to be green will be as much as 19.5 percent.

Power plants with a total capacity of up to 10 megawatt currently receive 6 certificates for each renewable megawatt hour generated over the subsequent 15 years. As of 2014 the numbers are planned to be reduced to three certificates according to an announcement of the national energy regulation authority (Autoritatea Nationala de Reglementare in domeniul Energiei, ANRE).

The owners of the 2 megawatt Conergy power plant will be receiving 16,200 green certificates each year for the annual production of around 2,700 megawatt hours and thus a total of 243,000 over 15 years.

## MBA Polymers' Austrian plant meets EuCertPlast standards

MBA Polymers has met the international standards of EuCertPlast for its plant at Kematen an der Ybbs, Austria.

It is one of the first post-consumer plastics recyclers in Europe to achieve the standard. EuCertPlast is a Europe-wide certification program for the recycling of plastic waste, co-financed by the European Commission under the Eco-Innovation Programme.

The scheme assesses good practice and the quality of input and output achieved by the audited recycler. A responsible recycler benefits from the cer-

tification through increased transparency which permits a quality guarantee which will assist an increased use of recycled material in new products. The standard is focused particularly on the traceability and conformity of recycled plastics.

MBA Austria developed a system of compliance and at the same time also initiated a number of new operational procedures as well as making a commitment to further reduce energy consumption. It aims to reduce its environmental footprint further with plans for continuous improvement and regular reviews.

## Vecoplan commissions feedstock preparation system for Edmonton

Vecoplan LLC recently commissioned a multi-million dollar alternative fuel feedstock preparation system for the city of Edmonton.

An integral component in one of the world's first industrial scale municipal waste-to-biofuels facilities, the mechanical feedstock preparation system will produce 100,000 dry metric tons of refuse-derived fuel (RDF) per year. All feedstock will be waste that cannot be recycled or composted and has traditionally been sent to a landfill.

Vecoplan, under contract by the city of Edmonton, was responsible for all construction of the RDF/waste processing facility which will supply feedstock to an adjacent waste-to-biofuels facility.

The Vecoplan feedstock preparation system incorporates advanced receiving, pre-shredding, conveying, screening, separating (ferrous, nonferrous, density) and re-shredding. Once prepared for fuel conversion, the feedstock will be stored in bunkers and then meter fed for conversion via Vecoplan screw conveyors.

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## BUSINESS BRIEFS

### Aluminum Association elects board members

■ The Aluminum Association has added three new members to its board of directors. The board provides strategic guidance and direction to the Association in promoting the production and use of aluminum as the sustainable material of choice. The appointments were finalized during the Aluminum Association's annual spring meeting in South Carolina.

The Association elected Kelly Thomas, senior vice president and general manager, North America rolled products at Aleris; Michelle O'Neill, vice president of government affairs and trade policy for Alcoa; and Etienne Jacques, chief operating officer for Rio Tinto Alcan Primary Metal North America, to the board of directors.

### Advantage PressurePro names director of sales

■ Advantage PressurePro has recently appointed Jason Zaroor as their new director of sales.

Zaroor joined the PressurePro team with over 10 years of experience in automotive sales and sales management. His most recent endeavor was as the general sales manager of Sutherland Chevrolet, where he coordinated individual sales as well as business-to-business fleet sales.

Zaroor is a veteran of the U.S. Army Intelligent Corps where he was awarded the STRAC Medal for meritorious conduct during his service, and brings with him the leadership skills learned while in the service.

### U.S. Endowment for Forestry adds new CFO

■ The U.S. Endowment for Forestry and Communities has added Signe Cann as chief financial officer (CFO).

In her role with the Endowment, Cann will be responsible for the Endowment's finances and organizational efficiency. Cann has served in various CFO and financial consulting roles. Prior to joining in the full time capacity she had been conducting a short term consulting project on ways to enhance the Endowment's financial systems when she accepted the call to step in as Interim CFO in early January. She brings wide-ranging experience and commitment to non-profits – especially those working with natural resources.

Cann holds a Masters in Accountancy from the University of South Carolina as well as a B.A. in English Literature from Duke University.

### Newalta Corporation appoints Starza to board

■ Newalta Corporation reported that each of the eight nominees proposed as directors were elected as directors of Newalta.

Michael Starzer was appointed to Newalta's board of directors. Starzer has over 29 years of experience in the oil and gas industry and has served in numerous positions evaluating and developing oil, gas, electricity and geothermal resources. He is currently the president and chief executive officer of Bonanza Creek Energy, Inc.

### EIA hires Sharon Kneiss as certification director

■ Sharon H. Kneiss, president and chief executive officer of the Environmental Industry Associations (EIA), welcomed the new director of certification to the association. Ayana Nickerson will initially work to develop an industry-recognized driver safety certification program.

In the future, Nickerson will develop certification programs for facilities, such as material recovery facilities.

Nickerson has overseen education and certification programs for more than 15 years, with expertise developing globally recognized certification program in both Fortune 500 companies and associations. She was most recently the director of Certification for the American Speech-Language Hearing Association in Rockville, Maryland, where she managed the association's certification programs with about 150,000 certification holders.

She has participated as a subject matter expert for certification standards and committees for standards bodies, including the Institute for Credentialing Excellence and ANSI.

### FleetMind Solutions adds to management team

■ FleetMind Solutions, Inc., hired Barry Lee to act as strategic sales director. Lee brings 25 years of sales and management experience in the transportation industry sector to the FleetMind team. Most recently, he was focused on delivering GPS-centered route management technologies to large fleets across Canada.

### Recyclebank names David Eisendrath as COO

■ Recyclebank has appointed David Eisendrath chief operating officer, a new position within the company. Eisendrath, who has served in roles of increasing responsibility at Recyclebank since joining the company in December 2010, will continue to report to CEO Jonathan K. Hsu.

In his new role, Eisendrath will assume responsibility for and lead operations, product, technology, data management, consumer insights and analytics. Through a combination of online and offline experiences, he will lead teams responsible for continuing to drive increased recycling and broader sustainable behavior change through a unique combination of awareness, education and incentives.

Prior to this appointment, Eisendrath was responsible for the company's incentive-based recycling program and digital products, in addition to all things data. He also served as the interim head of technology responsible for software development, quality assurance and technical operations. To date, he has led the technology team in significantly enhancing Recyclebank's underlying platform and architecture.

Eisendrath joined Recyclebank from Caesars Entertainment Corporation, where he held a number of different roles, most recently as vice president of corporate marketing. Earlier in his career, he worked in both the financial institutions group and the mergers and acquisitions group at J.P. Morgan.



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# BUSINESS BRIEFS

## UniCarriers Americas president resigns

UniCarriers Americas Corporation president Peter Kruse has announced he will resign due to personal reasons effective May 2, 2013. Nissan Forklift, North America merged with TCM America to form UniCarriers Americas earlier this month. Akira Shiki, current officer and general manager of product merchandising, UniCarriers Corporation, will become the new president of UniCarriers Americas Corporation.

Kruse joined the company in 2004 as chief financial officer, and during his five years in the position he eliminated the company's debt and achieved the highest divisional profit ever. He was promoted to the position of president in 2009, where he led all aspects of the company, with a key focus on improving market share and cash flow, and the development of innovative new products, as well as leading the merger efforts.

Shiki was vice president, product engineering for Nissan Forklift Corporation, North America, in Marengo from 1998 to 2004, until returning to Nissan Forklift's global headquarters in Japan, where he served as general manager, management and planning department. In 2010 he was promoted to CEO and president of Nissan Forklift Co., Ltd and was appointed as chairman of the board of directors of the U.S.

## Aleris Corporation pays cash dividend

The board of directors of Aleris Corporation, parent company of Aleris International, Inc., declared a cash dividend of \$10.00 per share on its common stock, par value \$0.01 per share, at their meeting April 16, 2013. The cash dividend was payable on or about April 30, 2013, to stockholders of record as of April 19, 2013, and was paid out of cash on hand.

## Scott Kanne named VP for Big Truck Rental

Big Truck Rental, LLC has hired Scott Kanne as vice president of the garbage truck rental company.

Kanne has over 13 years of refuse industry experience and served in executive roles at EZ Pack, New Way (Scranton Manufacturing) and most recently Wayne Engineering – where he operated as executive vice president.

## Danieli acquires Riverside Products, Inc.

Italian company Danieli & C Officine Meccaniche S.p.A. has completed a strategic share buy-out of Riverside Products, Inc. The ongoing business will adopt the name Danieli Riverside Products.

Larry Hotaling, president and Kevin Toft, vice president will maintain their roles within the senior management team of Danieli Riverside Products.

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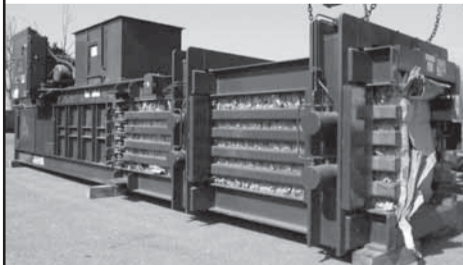
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- (5) 2008-10 A934C (Rubber) 52' Reach, Hyd Cab, 20KW Gen, Grapple
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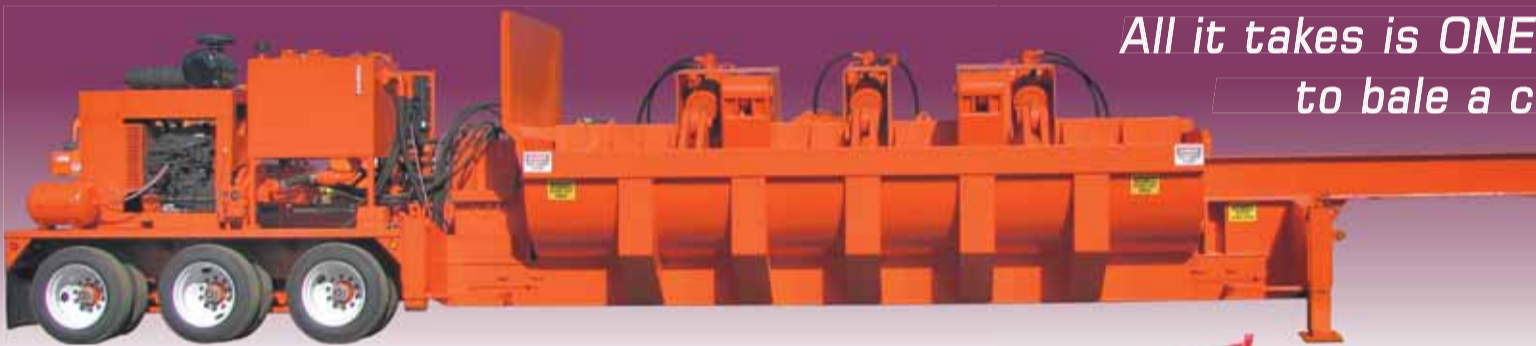
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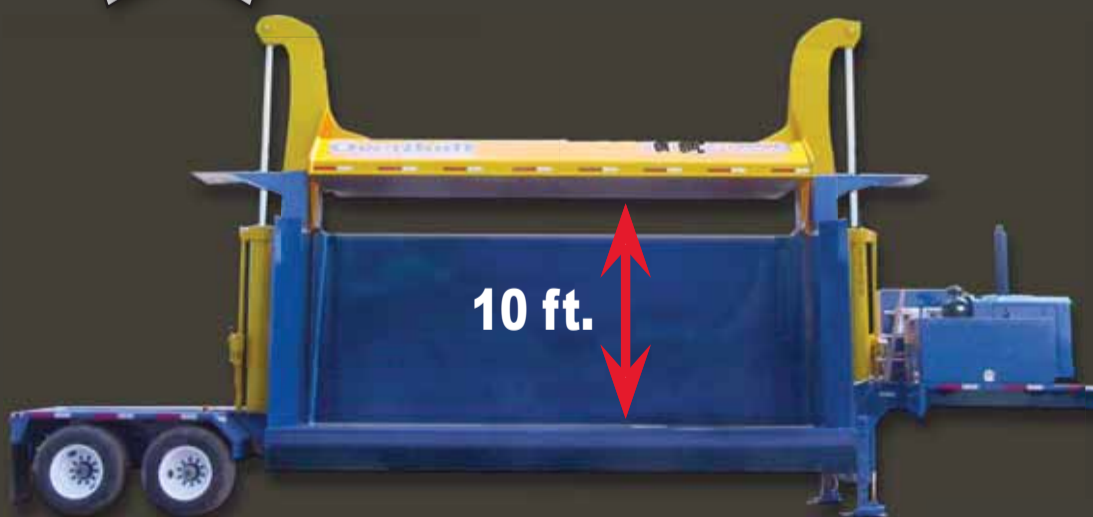
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## Rubber-to-oil process could reshape recycling

by MARK HENRICKS

mhenricks@americanrecycler.com



PHOTO COURTESY OF RES POLYFLOW

RES Polyflow's recently completed pyrolysis facility can turn approximately 10 lbs. of waste materials into one gallon of oil.

Technologies that can turn rubber and plastic into oil promise to help recyclers deal with one of the most stubborn problems in recycling – what to do with the huge amount of material that is too commingled or contaminated to be recycled using conventional approaches?

Three companies are in various stages of commercializing technologies that use a process called pyrolysis to heat mixed plastic and rubber in airtight containers to convert it into oil and byproducts. The full-scale plants that will prove or disprove the viability of the approach are coming online this year and next, and recyclers are lining up to provide feedstock.

Russell Cooper, vice president of business development for Cleveland-based Vadxx Energy, said sources of rubber and plastic waste have signed up to provide 3 times the 60 tons per day that will be processed by the plant they are preparing to construct in Cleveland.

Should one or more of the companies investigating the practicality of pyrolysis succeed, the implications for recyclers are huge, Cooper said. Commercially successful plastic-to-oil conversion would allow recyclers to stop landfilling or exporting mountains of polymers that are too dirty, commingled or otherwise unsuitable for recycling.

“Our process is designed to take bottom of the barrel polymers,” said Jay Schabel CEO of Akron-based RES Polyflow, which is also looking to build a commercial-scale pyrolysis facility. Schabel said they will be happy to take materials that recyclers can’t, including stretch wrap with labels stuck to it, paper-like thin-film polymers that contaminate paper collected for recycling and household plastics.

“We take it dirty and commingled, with the peanut butter still in the peanut butter jar,” Schabel said. “And we’ll affordably turn it into transportation fuels.” Specifically, about half of RES Polyflow’s output is naphtha, an ingredient in gasoline. Another 35 percent can

be used for diesel fuel. While yield varies depending on the precise process, pyrolysis can turn about 10 lbs. of waste into one gallon of synthetics.

The potential feedstock is enormous. Schabel said 94 percent of the polymer produced annually goes into landfills. That’s a far lower recycling rate than other materials such as aluminum, glass and paper.

Pyrolysis can take virtually any polymer, including all seven types of plastic resins, rubber including old tires and even carpeting. The output is similarly flexible, consisting largely of a partially refined crude oil that is very similar to diesel fuel. With moderate additional processing, the pyrolysis output can be easily and, at current oil prices, profitably employed to make gasoline, diesel fuel and other products.

As a result, pyrolysis companies are finding no trouble lining up buyers for their output. And, again at current oil prices, the companies say they are not relying on government subsidies or incentives. Instead, they are seeking or have already found investors who anticipate turning a profit by selling the output for more than it cost.

Vadxx’s Cleveland plant is anticipated to cost between \$12 million and \$15 million and will turn 20,000 tons of waste into 100,000 barrels of synthetic oil annually. Operations are expected to commence by the middle of 2013. The engineering and construction are being handled by Rockwell Automation of Milwaukee.

RES Polyflow’s \$5 million plant in Perry, Ohio is nearing completion. It’s intended to demonstrate the viability of

its process to companies interested in partnering to build full-scale commercial conversion facilities. Such a plant would include front-end systems for incoming feedstock and back-end systems for collecting and processing output for transfer to customers.

Agilyx, of Beaverton, Oregon, differs from the two Ohio startups in that it uses a batch-oriented technology instead of a continuous-flow process. Agilyx also employs a distributed approach, with pyrolysis facilities processing up to 10 tons per day located on waste-generators’ premises rather than centralized sites. Investors include Waste Management and venture capital firm Kleiner Perkins Caufield & Byers. Agilyx said its first commercial pyrolysis system is operating at an undisclosed customer site.

See PYROLYSIS, Page 2

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## A Letter from the Editor

Ladies and Gentlemen,

I don't know if any of you have been following the circus that has been the Jodi Arias trial, but I found it humorous that she asked the jurors to spare her so that she could implement a recycling program in her prison.

But the bigger news by far has nothing to do with a killer's courtroom antics. Rather, various agencies of our federal government have recently been caught out in a number of incredibly shady/borderline illegal practices.

While all of the recent scandals are disturbing, the one that hits closest to home here at American Recycler is the Justice Department's seizure of Associated Press phone records, and the subsequent silent investigation.

In my opinion, this is big government at its worst. Our nation holds freedom of the press sacrosanct, and this move by the Justice Department has a terribly chilling effect on journalism – after all, who will be willing to break big stories, or report on governmental screw ups if they may face a federal investigation after the fact? And while we typically don't do hard-hitting political pieces in this publication, the idea that factual stories published responsibly might still draw federal ire is particularly offensive to us here.

And since this and previous columns written by me have taken a somewhat conservative stance, I also expect to draw an audit from the IRS in the near future. The revelation that the agency responsible for collecting and enforcing our nation's taxes was doing so in a political and partisan manner does not inspire confidence or trust in a government too large to be held accountable.

Those scandals, coupled with the information still coming to light on the Benghazi attacks, are quite worrisome. The recent news headlines beg the question: What else isn't our government being forthright about?

When I signed off last month by telling you all to keep a skeptical eye on our government in the coming months, I wondered if I had gone overboard into the realm of tinfoil hats and wiretaps. But after the events of this past month, I'll unapologetically double down on that particular statement.

Until next month,



Dave Fournier  
Focus Section Editor  
david@americanrecycler.com

## Goodrich to clean up at Rialto superfund

The United States has settled with the Goodrich Corporation requiring the company to investigate and clean up contaminated groundwater and soil at the B.F. Goodrich Superfund Site in Rialto, California. These settlements, along with previous settlements, will result in a comprehensive clean up of the site which may total as much as \$100 million. In addition, EPA will be proposing to rename the site the Locust Avenue Superfund Site.

"After nine years of ongoing litigation, EPA is thrilled to announce the final work settlement for this Superfund Site," said Jared Blumenfeld, EPA's regional administrator for the Pacific Southwest.

Goodrich, under an administrative consent order, must, at its own expense, install additional groundwater monitoring wells and complete testing and engineering analyses. Well installation and testing is expected to begin this summer and continue into 2014. Data from this analysis is needed to assist EPA with the development of the clean up plan which is expected to be available for public comment in 2015.

Once that clean up plan is selected, Goodrich, under a judicial consent decree, must design, build and operate, under EPA's oversight, any clean up facilities selected by the agency in its clean up plan to address groundwater and soil contamination in central and south Rialto.

Goodrich will pay at least the first \$21,500,000 of the cost of this clean up work. The company is also responsible, with contributions from the Department of Defense and certain settlement proceeds from other responsible parties, for ensuring the completion of the cleanup work which could last for the next 30 years or more, no matter what its cost. Although EPA has not yet determined the full scope of the clean up plan, remedies for similar groundwater contamination sites in Southern California have cost more than \$40 million.

The U.S. has also entered into an additional settlement with KTI, Incorporated. KTI will pay \$2.8 million to EPA to be used for costs related to the site. KTI will also allow EPA and other parties performing work on EPA's behalf to access the site for any clean up work.

The cities of Rialto and Colton and the county of San Bernardino are also parties to the Goodrich consent decree. The cities sued Goodrich in 2004 and 2005. EPA joined the litigation in 2010 to require clean up and recover federal money spent at the site.

From about 1957 to 1962, the B.F. Goodrich Corporation conducted research, development, testing and production of solid-fuel rocket propellant in Rialto, California. Operations at the site by Goodrich and others have contaminated soil and groundwater with trichloroethylene (TCE) and perchlorate, which contributed to the closure of public drinking water supply wells in the area. The Superfund site was added to the EPA's National Priorities List in September 2009.

The Goodrich and KTI consent decrees (City of Colton v. American Promotional Events, Inc., et al.) will be lodged with the federal district court by the U.S. Department of Justice and are subject to a comment period and final court approval.

## Pyrolysis

■Continued from Page 1

While pyrolysis can turn any polymer into oil and petrochemical byproducts, it works best with a subset. For instance, PVC has significant chlorine content, which can't be turned into oil or fuel. It can be removed and processed into hydrochloric acid, however. And tires are only half polymer content, Schabel noted, which makes them less attractive than plastics for pyrolysis operators.

Cooper said that while Vadxx can convert all plastics, the process makes oil well only out of polyolefins, which are numbers 2 and 4 through 7. "We do not look for PVC or PET, numbers 1 and 3," Cooper said. "We can take small amounts of rogue 1 and 3."

While it's not perfect or without limits, pyrolysis is far better at handling

mixed plastics than conventional recyclers. "That's this process's strength," Cooper said. "Recyclers are good at taking single streams and making them into pellets. But when plastics are mixed or contaminated, it often inhibits recycling to pellets. To us it doesn't matter."

The viability of pyrolysis also depends on the highly variable price of oil, which is among the most volatile. At recent prices above \$90 a barrel for crude oil, Vadxx's process is economically sustainable, Cooper said. "And we're confident that profitability will hold with oil at less than that," he said. However, he said the company won't divulge the lowest price for oil at which they can run at a profit.

Pyrolysis offers the prospect of a major opportunity for recyclers to find a way to use a large quantity of materials that have, to date, been impossible or diffi-

cult to recycle. Financiers are backing the technology, environmental issues are being surmounted and the important players seem willing to create the necessary infrastructure.

"We're seeing folks that have feed streams locked in and have customers wanting to buy the end product," Schabel said. "Now they're looking at technologies to decide which one is most robust."

Unlike many clean energy technologies that have suffered as government supports waned and oil supplies boomed, pyrolysis appears ready to help solve a pressing problem, and make money while doing so. Cooper said the confluence of forces suggests that pyrolysis is poised to duplicate the run of one of the most enduring and omnipresent alternative energy sources. "I think we're exactly where ethanol was in 1980," he said.

## LETTERS TO THE EDITOR

Last weekend our Little League lined up the kids before the start of the games and had a moment of silence for the victims – one of which was an 8 year old boy whom was also a Little league player. His number was 25, which we had painted into the grass. As I stood there with my team and looked down the line thinking of what the parents of this boy will be missing out on, I couldn't help but choke back some emotions. Somehow I think the parents of the eight year old and others whom lost loved ones would disagree with you.

That heavy cost you are referring to will be more innocent children if we do not protect ourselves in this war which has been declared on us. Miranda rights for foreign bombers? It is a shame our country does not offer the same rights to the most innocent and

venerable unborn children. I wonder how many of those whom are now worrying about the rights of this monster would do the same for the thousands of babies we execute every year.

Jerry S. Bruner  
Advance Tire Inc.

*I hope that you don't think that I'm in any way defending the bomber, or condoning his actions. I'm not. He is a monster, but unfortunately, he was not a foreign monster. According to recent news reports, the bomber is a naturalized U.S. citizen – he swore his citizenship oath on September 11, 2012. If we condone this course of action in this instance, how long will it be until all citizens are subjected to the same violations of their rights?*

—Dave

Every paragraph of your Letter from the Editor, page B2, was right on. I sometimes skip reading the letter from the editor, but I won't anymore! Thanks for those eloquent thoughts on a tragic event.

Thanks,  
Tim Amling  
Viatch, Ltd.

Tim,

*Thanks for the supportive words. I'm glad you'll be reading my letters in the future, but I hope that I will not have to discuss a similar topic anytime soon.*

—Dave

# Bridgestone breaks ground on new biorubber center

PHOTO COURTESY OF BRIDGESTONE AMERICAS

Bridgestone Americas, Inc. (BSA) broke ground on its Biorubber Process Research Center, a research and development project in Mesa, Arizona, to investigate the use of the Guayule plant as an alternative natural rubber source.

Once completed, the center will be home to a staff of 40 researchers and technicians. The 10 acre site will include an 8,400 sq.ft. office/lab building, a four-platform, 3,500 sq.ft. shrub prep building and a 3,100 sq.ft. mechanical and electrical building. The first rubber samples for tire evaluations are expected in mid-2015.

Bridgestone Americas Tire Operations, LLC, a BSA subsidiary, is executing the project in collaboration with Bridgestone Corporation. Bridgestone Corporation is providing the funding and strategic insights for the project, while the Bridgestone Americas team is responsible for operating the pilot farm and process research facility. The Bridgestone Americas team also will leverage the resources of its Bridgestone Americas Center for Research and Technology and Bridgestone's Americas



Bridgestone Americas Inc., released a rendering of the Biorubber Process Research Center in Mesa, Arizona. The rendering is not finalized.

Technical Center to provide technical and research expertise.

Guayule is a perennial shrub native to the southwestern United States and

northern Mexico. The plant produces natural rubber in its bark and roots. Natural rubber from Guayule has almost identical qualities to that harvested from

the Hevea tree, which currently is the primary source for the natural rubber used in tire production.

## Yulex and Univ. of Arizona team up to study guayule rubber

Yulex Corporation, an agricultural-based biomaterials company, will provide the University of Arizona (UA) a \$3 million, 5-year grant focused on breeding and agronomic development of Guayule for the production biorubber of medical, consumer and industrial applications.

Yulex and the University of Arizona will apply classical breeding along with modern tools for marker assisted breeding to Guayule lines to select traits for the crop

improvement program. University of Arizona's Dr. Dennis Ray, a Guayule expert, will lead the effort to produce a higher yielding rubber crop and to substantially decrease Guayule's harvest cycle time.

The UA has supported Phoenix-based Yulex since the company's inception. Yulex's first experimental crops were planted on the grounds of the campus, and the University substantially contributed to Yulex's agronomic development successes.

Guayule is an industrial crop that does not compete against food or fiber crops. It is a renewable source of natural rubber latex that can replace petroleum-based synthetics, lessen reliance on imported tropical rubber, and requires relatively little water with no pesticides.

Jeff Martin, chief executive officer, president and co-founder of Yulex, said, "The University has some of the best

breeders in the world and this grant will enable the most comprehensive breeding program ever undertaken. Yulex's extensive research and development in plant breeding, agronomic best practices and harvest technologies are fundamental to the continued advancement of guayule as a new industrial crop and to the expansion of our global licensing program."



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# EQUIPMENT SPOTLIGHT

## Grinders/Chippers

by **MARY M. COX**

[maryc@americanrecycler.com](mailto:maryc@americanrecycler.com)

Systems designed specifically for chipping, grinding or shredding scrap rubber into clean-cut nominal pieces has become a solution both in cost savings and increased production for many alternative fuel (AF) companies such as cement kilns, steel mills, pulp and paper mills, electric arc furnaces and waste-to-energy facilities. Discarded tires are known for collecting water, which is the perfect breeding ground for mosquitoes and associated diseases they can transmit. Recycling tires can also help eliminate unsightly and hazardous tire piles. Co-processing tire-derived fuel (TDF) as an alternative energy source at facilities not only lowers fuel costs in a sus-



Columbus McKinnon Corp.

tainable manner, but has direct benefits for the environment.

Columbus McKinnon (CM) has been manufacturing tire recycling equipment since 1982 and has installations in place at many of the largest AF corporations worldwide. "The CM-patented Holman knife design separates the firm from the competition, as CM is known for the extremely close knife tolerances which provide clean-cut material with minimal exposed tire wire. Chips can then be fed easily and cleanly into the kiln feed of a cement company or other high heat furnace without chance of 'bird nesting' or clogging where the TDF is introduced into the system," said Kaytee Moran, equipment sales.

Depending on the volume and size of TDF required on one side, and the operational and market constraints on the other, CM can provide the proper

equipment to meet the AF user's specifications. CM tire recycling equipment can process a wide array of tire sizes from passenger car tires up to OTR tires 1,525 mm in diameter producing 2" nominal, clean-cut tire chip production rates of approximately 10 to 12 tons per hour.

CM's four different shredders include: a primary shredder that processes passenger car, SUV, truck and super singles along with some smaller OTRs and provides initial size reduction for further processing; a dual speed shredder, which is an all in one system for processing passenger car, SUV, light truck and semi-truck tires whole into clean-cut chips in a variety of sizes ranging from 4" to 1" in size; a single speed shredder and a chip shredder that can process whole passenger car, SUV and light truck tires into clean-cut chips – or that can be used after a primary shredder to further chip pre-shredded material into final product such as clean-cut TDF.

Cumberland's total product array of granulators, shredders, pulverizers, briquetters and integrated reclamation systems include low and standard speed operations, and a variety of rotor styles: screenless, open rotor, hog rotor and helical shredder rotors. Their most popular granulator models are the X Series units, T500 Series units, and beside-the-press units. "Our annual production volume is approximately 600 units per year," reported John Farney, national sales manager.

He said the 74-year-old company has the largest installed equipment base in North America. All anticipated and to-date compliance regulations for safety and machine functionality are met in units supplied to operations ranging from the smallest volume medical molding facility, to the largest recycling operations.

"The most important challenges for users are timely and safe maintenance, maximum throughput and high quality regrind. Our units address these concerns with the safest maintenance procedures, the largest capacity performance units and our chamber/rotor designs, which offer



Cumberland Engineering

the best granulate after processing. We're leaders in design technologies and are dedicated to optimizing material processing and safety for users and maintenance technicians," Farney said.

He noted that the market demands quality final material, the lowest possible energy consumption and the lowest possible sound level creation. "Design elements are stressed for maximum effect in each of these areas. With the most thorough and complete product array in the market, there is virtually no application for which we cannot provide a solution. With designs that stress durability, long life and high perform-



Granutech-Saturn Systems

ance, we are proud to be the market solution provider for routine and complicated applications," stated Farney. Cumberland provides equipment to

See SPOTLIGHT, Page 7

### Manufacturer List

**Arrowhead International, Inc.**  
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**Badger Shredding Products, Inc.**  
Bob Lamer  
920-863-1626  
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**Barclay Roto-Shred, Inc.**  
Mark Diemunsch  
209-466-1209  
[www.tires shredders.com](http://www.tires shredders.com)

**Columbus McKinnon Corp.**  
Kaytee Moran  
800-848-1071  
[www.cms shredders.com](http://www.cms shredders.com)

**CW Mill Equipment Co., Inc.**  
Tim Wenger  
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John Farney  
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## A Closer Look

by Donna Currie

### Badger Shredding Products

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The basic product line at Badger Shredding Products has been manufactured since 2000, according to Bob Lamer, the vice president and general manager. Lamer and his father purchased that company in 2005 after being in the boat lift business for many years.

Lamer said that although the industries seem completely unrelated, the machines have similar components, like engines and hydraulics. "From that standpoint," he said, "we have that knowledge and the manufacturing knowledge. We thought it would be a good venture to embark on."

Although there were similarities between the two businesses, Lamer also said that there was a lot to learn since it was a completely new industry. "That's been exhilarating."

When the Lamers bought Badger, the machines being manufactured were designed to process concrete and rebar. But Lamer said, "We felt that the machine was very versatile – it had so many applications." Those additional applications included shredding tires, wood, and C&D materials. Now, they're beginning to do more business with companies working in the waste-to-energy field.

In the beginning, Lamer said that continued to concentrate on the concrete with rebar shredding equipment, but as they got more inquiries for shredders for other applications, they started looking into additional industries that could use the machinery.

"The tire industry has been difficult to break into," Lamer said. "It's very competitive." But he said that having American-made equipment is an important selling point, and that compared to similar equipment made in China, "it will last a lot longer than other machines."

As an example, he said that a local company bought a machine from China, "and now they're having us come over and fix it." The ability to repair machines – and the willingness to do so – is another thing that Lamer said is different about his business. "Others sell it and they walk away," he said. "There's no support after the sale."

In comparison, Badger has a support network through serving dealers across the country, and they can – and do – ship machines anywhere in the world. To build a custom machine for a customer, it might take anywhere from four to eight months, depending on the size of the machine. But it doesn't stop with the sale. "We stand behind the product 100 percent," Lamer said.

There are six employees at Badger. Lamer said, "Since we're small, all of us wear several hats. It's never boring."

The company doesn't sell the same machine to everyone, but modifies the machines based on what the customer needs for the material they're processing and the required output needed from the machine. To accommodate that, machines might have different a horsepower or different torque, or there might be different blade or tooth configurations.

The scrap industry is a developing market for slow-speed machines like the ones Badger builds. The slow-speed machines are smaller, more mobile, and less costly to buy and operate than the typical high-speed shredders that are more common in the scrap industry. He also said that while waste-to-energy has already taken off in Europe, it's just starting to take off here.

Making those custom machines for new industries can be a challenge, but Lamer said the reward is "seeing a machine do what we designed it to do."

"We're always talking to prospects about machinery for new markets, bigger machines," Lamer said, "That's almost a weekly thing." He expects that the company will continue to expand into new markets.

Lamer said that besides growing his business, he enjoys seeing his customers grow their businesses through the use of his machines. That includes building more mobile machines for customers, either on tracks or mounted on a trailer. He explained that the mobile equipment reduces customers' costs, since they can move the machine to the material, which reduces the material handling costs and makes processing more efficient.

Machines can also be built to run on diesel or electric power for inside applications. Lamer said that indoor machines are popular in the waste-to-energy market since the material needs to be kept dry.

Besides building machines, Badger also builds conveyors, which are also customized to the customers' specifications, and it's that complete customization that Lamer finds most satisfying, and "bringing new products from concept to market."

## Bridgestone strives for zero waste-to-landfill goal

Bridgestone Americas, Inc. disclosed that two of its nine North American tire manufacturing facilities have achieved zero waste to landfill. Progress to eliminate unnecessary use of landfills started with significant reductions of wastes and continued in 2006 when the company added a focus on finding uses for remaining landfilled materials. This focus included viewing waste streams as valuable resources that have markets, rather than landfills, as their destinations. The company's Aiken, South Carolina, plant was the first to achieve zero waste to landfill, starting in December 2012. The Wilson, North Carolina, plant reached the zero waste to landfill mark in early 2013.

"The teams at our Aiken and Wilson plants worked hard, and they take pride in being first to achieve zero waste to landfill. They know that our other plants are close on their heels," said Barry Owens, vice president, Bridgestone Americas Manufacturing Group. "We

get excited about major changes when we see healthy competition between our facilities."

Innovation is key to Bridgestone's success in finding beneficial uses for what used to be landfilled waste. The plants' zero waste-to-landfill efforts include all the waste materials from manufacturing processes, such as whole scrap tires, rubber components and packaging, as well as ancillary support processes such as offices and cafeterias. Waste at these facilities is sent to various beneficial-use markets, such as generating energy and recycling into other products, like mulch.

Since adding its corporate recycling focus in 2006, recycling by the company's Aiken, South Carolina; Bloomington, Illinois; Des Moines, Iowa; Joliet, Quebec, Canada; LaVergne, Tennessee; Monterrey, Mexico; Warren, Tennessee; and Wilson, North Carolina tire plants has progressed from nearly half going to landfill to less than 15 percent overall.

## Geneva Energy and EPA settle on clean air violations

The U.S. Environmental Protection Agency has reached agreement with Geneva Energy, LLC on the terms of a consent decree to resolve allegations that the company violated the Clean Air Act at a tire-burning electric generating plant in Ford Heights, Illinois. Geneva has agreed to close the facility, which operated intermittently from 2006 until the fall of 2011.

A federal lawsuit was filed at the same time as the settlement and alleges violations included in an August 2010

EPA Notice and Finding of Violation issued to the facility. The NOV/FOV alleged violations of the facility's construction permit, including monitoring and reporting requirements and emission limits established for carbon monoxide, nitrogen oxide, sulfur dioxide, ammonia, particulate matter, and opacity.

As part of the decree, Geneva will withdraw all permits and permit applications submitted to Illinois EPA and surrender all sulfur dioxide allowances. Based on financial information, the government concluded that Geneva is insolvent and unable to pay a civil penalty.

The consent decree also resolves Clean Air Act violations by NAES Corporation, an operations consultant at the facility during a 14 month period in 2008-2009. NAES will pay a \$185,000 civil penalty.

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# Goodyear Tire opens new global headquarters

Cutting a ribbon featuring the pattern of a tire tread, The Goodyear Tire & Rubber Company held the grand opening of its new global headquarters in Akron, Ohio.

Goodyear chairman and chief executive officer Richard J. Kramer, Ohio Lt. Gov. Mary Taylor and Akron Mayor Don Plusquellic made brief remarks before leading the ribbon-cutting ceremony to mark the official opening of the tire company's new offices.

One of the Goodyear associates participating in the ribbon-cutting

*The 639,000 sq.ft. building is home to nearly 2,000 associates, with another 1,000 housed in the nearby Innovation Center.*

ceremony was Paul Sandstrom, who joined the company in 1967. He was

selected to represent Goodyear's 69,000 associates at the event due to his embodiment of the company's heritage and innovative spirit. A polymer chemist, Sandstrom holds nearly 1,400 patents.

Kramer said the company's new global headquarters represents many positive attributes of both Goodyear and its hometown.

The ribbon cutting ceremony took place on the plaza outside of the entrance to the global headquar-

ters, approximately 100 feet from where the company held its groundbreaking on April 18, 2011.

The 639,000 sq.ft. building is home to nearly 2,000 corporate and North American Tire associates. The new building is connected to Goodyear's existing Innovation Center and serves as a central campus for the company in Akron. The Innovation Center is currently home to almost 1,000 associates.

## Spotlight

■Continued from Page 4

injection molding, recycling, thermoforming, extrusion and rotational molding industry sectors.

Granutech-Saturn manufactures a wide range of products for processing



Rotogran International, Inc.

scrap rubber, including tires, all the way down to a fine powder, if required. Primary reduction equipment includes rotary shear shredders that handle tires or other rubber that may be contaminated with steel, and a roto-grind single shaft grinder, which reduces clean rubber down to less than 1" in size.

Secondary reduction equipment includes the new Super 80 Grizzly, which can reduce up to 10 tons per hour of tire shreds to a less than 1" product size – and separate out nearly all steel content. Their third-stage G3 granulator reduces less than 1" size material to less than 1/4", and their fourth stage reducer is a powderizer. The machine takes in material under 1/4" in size and reduces it down to sizes ranging from 10 to 30 mesh.

Granutech's Refinermill product reduces 1/4" and under material to sizes between 10 and 60 mesh, if needed. Depending on the final size product needed, typical production volumes may

fall in the 2 to 10 tons per hour range. Greg Wright, sales director, discussed some industry trends he's noticed.

"Working with uncured rubber is a challenge due to its sticky and gummy nature. Also, our customers sometimes run into permitting issues at the local level, especially when air systems are involved. Final product cleanliness – when working with tires – is important to our customers. They want a fiber and steel-free end-product. Our solution for that is a complete system with equipment that effectively removes steel, fiber and other contaminants. The end result is an extremely clean final product. Rubberized asphalt is a market that has been around for a while but still has plenty of room for growth. We talk to people all the time that are working on de-vulcanization and pyrolysis methods. An economics versus efficiency challenge exists, but it is coming along."

Established in 1982, Rotogran is a manufacturer of size reduction equipment for the recycling industry. The firm provides single-pass, high-capacity granulators capable of reprocessing scrap into valuable regrind, regardless of its original shape or size. According to Mike Cyr, vice president of sales, "Rubber tire recycling is an evolving market in which technological changes emerge almost daily. Rotogran designs and builds specialized granulators to work in conjunction with rasping machines to produce a viable final product. Recently we built a granulator that is producing 4,500 lbs. of rubber granules per hour, between 8 and 30 mesh, through a 1/8" diameter hole classifying screen. The rubber is introduced into our granulator after it has been pre-sized by a rasper to approxi-

mately 1/2" pieces. This process can eliminate the need for a cracker mill – a considerable savings in cost."

Cyr also noted that high throughputs are achieved with Rotogran design features like an offset cutting chamber, double scissor cut blade design, and a nine-row multi-blade open rotor. The water-cooled chamber of the unit, bearing flanges, stationary bed blocks and rotor manage the heat often generated via rubber granulation. He said that factory-mounted heat sensors allow full process control for optimum granulator efficiency and performance. "Our internal chamber mounted pathway deflector is an innovation which guides the particles around the cutting circle and directly back into the first stationary bed blade. This unique feature provides maximum throughput, as opposed to the random and inefficient scattering of regrind common to most granulators," added Cyr.

All wear surfaces of the Rotogran granulator are protected with easily replaceable wear inserts which can also be tungsten carbide coated or made from high grade alloys for extended wear life and protection of the initial investment.

Cyr said, "Recyclers demand rugged, solidly-built equipment that will withstand extremely harsh conditions and they seem to prefer the durability and value of North American-built equipment over risking the failure often associated with products built offshore. When a disaster strikes, the ability to source parts and quickly return to production is crucial to survival in this market. Rotogran International supplies heavy-duty equipment that exceeds customer expectations in durability and reliability, but we are also sensitive to today's economic reality. All of our products are 100 percent designed and manufactured in North America."

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A state trooper pulled over a motorist for speeding. He walked up to the car and flipped his ticket book open. The driver said to the trooper, "So do these speeding tickets help fund the State Trooper's Ball?" The trooper replied, "State troopers don't have balls." There was a moment of silence, then the trooper closed his ticket book, tipped his hat and drove off.

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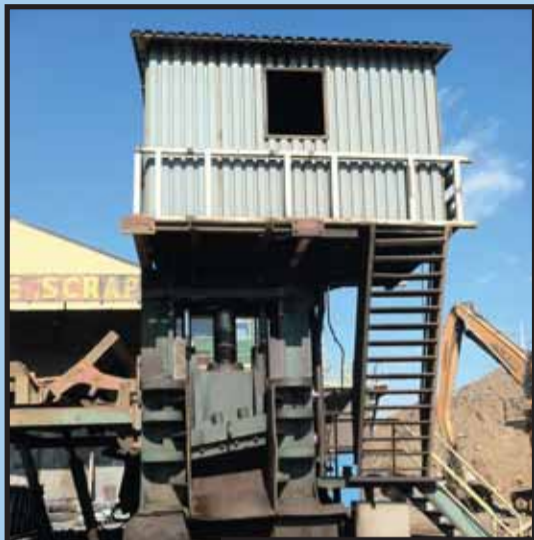
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