



American Recycler

NewsVoice of Salvage, Waste and Recycling

AmericanRecycler.com

FOCUS: Auto

Globalization impacts auto recycling



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Is the United States on the road to mandatory composting?

by MIKE BRESLIN

mbreslin@americanrecycler.com

In early agricultural societies, composting was not only an economically efficient method of disposal, but more significantly it also enriched soils and helped prevent pollution.

Over time, as population densities increased and waste streams became more complex with the introduction of manufactured goods and non-organic materials, and as municipal waste collection grew more sophisticated, the many benefits of composting were lost to the expediency and economics of landfilling.

But, over the past few decades, that has been changing in a big way. As people became more aware, the sustainability benefits of composting yard and food-waste have become more recognized and embraced by more and more individuals as well as many European and North American cities.

The movement towards composting has also been driven by the increasing popularity of organically grown foods and the realization that harsh chemical fertilizers are a hazard to human and animal health, and a major cause of water pollution.

According to the U.S. Environmental Protection Agency (EPA), more than 150 communities in 18 states offer curbside collection of residential food-waste, which is a 50 percent



The Wilmington Organic Recycling Center is one of the most state-of-the-art, large scale commercial food and yard waste composting facilities in North America.

increase since 2009. Nevertheless, of the approximately 35 million tons of food waste generated in the U.S. each year, 97 percent goes into landfills, while only 3 percent is recycled. Obviously, this is the last frontier of waste waiting to be recycled.

San Francisco was one of the early large cities to adopt composting organic waste with pilot programs dating back to the 1980's. In 2009, the city passed pioneering regulations mandating all businesses and residences separate compostable waste so it can be collected for conversion into compost. Last year, San Francisco collected 1 million tons of compostable

organic waste since the program began and claims a nearly 80 percent landfill diversion rate, but provides little data to back up the claim. Other North American cities and states have followed San Francisco's lead and have instituted regulations and programs to promote composting. And the snowballing effect rolls on.

Whether or not composting is on the road towards widespread mandatory status in the U.S. was the question American Recycler News posed to industry experts.

Nelson Widell is a partner in the Peninsula Compost Group. His company was

founded in 2006 to design, build, own, and operate large scale commercial composting facilities in the United States. Peninsula's first facility, located in Wilmington, Delaware cost \$20 million and was completed in 2009. As the largest food-waste composter on the east coast, the plant can process up to 160,000 tons of organic material per year. Food, plant and wood waste comes in from as far north as New York and as far south as Washington, D.C. It's currently permitted to take in 650 tons of food and yard waste per day and annually produces approximately 90,000 tons of compost.

See **COMPOSTING**, Page 4

Partnership formed to teach the science of scrap

The Institute of Scrap Recycling Industries Inc. (ISRI) and Jason Learning have partnered to inspire America's students to think about careers in the scrap and recycling business, and give them the scientific and technical background that such jobs require.

ISRI is supporting Jason Learning's mission of educating America's youth in Science, Technology, Engineering and Mathematics (STEM) by together developing curriculum that uses scrap and recycling as a real-world model.

The industry ultimately needs to employ more professionals like Tracey Blaszek, a high school Honor Society leader who got an engineering degree and took a standard industrial job. When she was recruited for a team that would con-

stantly be learning new things, Blaszek said she was "sucked right in."

Today, she is compliance director at Synergy Recycling in Atlanta, Georgia, part of the electronics recycling industry that has seen about \$2 billion worth of business in 2001 grow to \$20 billion in 2011.

Like the engineers who invent electronic devices such as computers and flat-screen TVs, Blaszek and Synergy Recycling must constantly invent and innovate ways to reuse valuable components of technology, such as precious metals, memory chips, and even basic materials such as steel and plastic. Blaszek makes sure that they do it in a legal, safe and environmentally responsible manner.

Mike Biddle, a trained scientist who once specialized in traditional polymer

research was frustrated by the incredible amount of plastic the modern world wastes – just 10 percent of plastic is recycled vs. 90 percent of metals – began tinkering in his garage and invented a cheap and incredibly energy-efficient plant that recycles any kind of plastic.

"The best thing that ever happened to me was that I spent time on math and science in school," he said. "It has paid huge dividends to me."

"Science teaches you how the world works," said Biddle. "It's easier to see what the problems are in the first place and the possible solutions to them if you have a basic knowledge of science."

More than 20 years after he launched MBA Polymers and grew it into a world-

See **SCRAP SCIENCE**, Page 3

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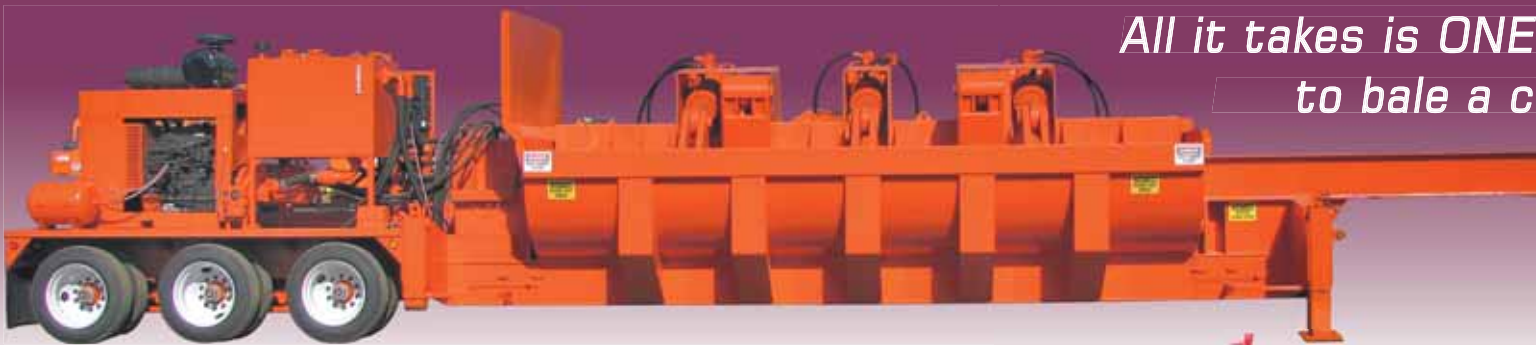
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USPS earns recycling revenue

The U.S. Environmental Protection Agency (EPA) recognized the United States Postal Service in Little Rock, Arkansas, for generating over \$28,000 in recycling revenue and avoiding over \$49,000 in landfill disposal costs in 2012. The post office achieved this by expanding its recycling and consolidating recyclable materials from 15 post offices within its service area.

They participated in the Federal Green Challenge (FGC), a national effort under EPA's Sustainable Materials Management program that challenges federal agencies throughout the country to lead by example in reducing the federal government's environmental impact. Federal agencies are

recognized through the FGC for outstanding efforts that go beyond regulatory compliance and strive for annual improvements in selected areas.

In 2012, nearly 300 federal facilities, representing 500,000 federal employees, reduced their environmental footprint in several areas, which in many cases resulted in significant cost savings. Some of the accomplishments included diverting more than 360,000 tons of waste, saving over 52 million kilowatts of electricity, saving 488,000 gallons of oil, and reducing potable water usage by 133 million gallons.

These combined efforts resulted in an estimated cost savings of more than \$31 million to the U.S. taxpayer.

Scrap science

Continued from Page 1

wide company to separate and refine plastic for reuse, Biddle is still excited about what he does.

The U.S. scrap and recycling industry totaled \$90 billion in revenues in 2012, and exported \$27.8 billion in scrap commodities, representing nearly 2 percent of the country's exports.

Along with the economic benefits, the industry helps steward the environment, processing 75.2 million metric tons of scrap steel and iron, 46.4 million tons of paper, 728,000 tons of plastic bottles and 4.4 million tons of electronics.

Every ton of recycled steel uses 56 percent less energy than making a ton of new steel. Recycling electronics keeps toxic lead, mercury and other substances out of landfills and aquifers.

According to ISRI, the industry needs people trained in science, engineering and

technology to invent and perfect new processes to recycle even more of our waste, and to build the machines to get it done.

As part of their collaboration, ISRI members will invite school classes studying the Jason "STEM" curriculum to visit scrap yards and recycling facilities, see their work in action, and learn how what many call "junk" is actually a valuable resource, as well as a real-life science experiment.

The visits will be the culmination of a standards-based curriculum module developed by Jason Learning and ISRI to education students about multiple scientific, technological and engineering disciplines and how they are applied in a real-world industry.

The innovative collaboration of Jason and ISRI will provide a prominent platform to raise awareness of the need for effective STEM education for our students to inspire them to be our society's future leaders.

Dr Pepper Snapple Group provide grants to increase recycling in public parks

Public parks will be getting cleaner in communities across the country as Dr Pepper Snapple Group (DPS)/Keep America Beautiful (KAB) Park Recycling Bin Grant Program awards were shared.

In its first year, the Dr Pepper Snapple Group/KAB Park Recycling Bin Grant program is designed to establish or expand recycling opportunities in different park settings from neighborhood parks with playgrounds or athletic fields to regional parks with trails and natural settings. In an effort to help local, regional and state parks increase and make more convenient recycling opportunities for visitors, Dr Pepper Snapple Group committed to a one-year collaboration with KAB to fund the placement of these recycling bins.

The grant program was open to all government agencies that own or manage local, regional or state parks. Non-profit organizations and KAB affiliates were eligible to apply on behalf of government agencies.

In total, 33 grants are being awarded to local and state governments in 23 states. The grants will provide 710 durable, permanent recycling bins for placement in a variety of park settings. Twenty-five of the communities receiving grants intend to place bins at athletic fields; 21 will locate bins in small neighborhood parks; and 19 will use bins to establish recycling along walking trails and other natural settings.

Additional bins will be placed in state parks, beach and water front locations, and larger urban parks.

The KAB partnership is part of DPS's ongoing commitment to environmental sustainability. The company has set specific operational goals to improve efficiency in energy and water use, reduce manufacturing waste and conserve packaging resources by 2015.

For a full list of communities receiving grants, view this article on www.AmericanRecycler.com.

Former Recyclebank executive joins Earth911 advisory board

Earth911, Inc. has appointed Preston Read, formerly of Recyclebank, to its advisory board. Read will serve as an independent advisor to drive sales of a new government offering and business-to-business solutions for Earth911, Inc.'s recycling data and client solutions divisions.

Read's most recent position, as senior vice president, government affairs, was at Recyclebank. His extensive experience in creating coalitions and advocacy expertise at federal, state and local levels were key factors in his candidacy for the Earth911 advisory board.

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Composting

■Continued from Page 1



The Peninsula Compost Group's Wilmington Organic Recycling Center sits on 27 acres across from the Port of Wilmington, Delaware. The location was formerly a brownfield site that was remediated prior to construction.

"I think composting is going to become mandatory. I've been in the composting business for over 30 years and what was a curiosity 30 years ago has for the most part now become mainstream," said Widell. "Europe took the lead in many composting issues but then the impetus followed here in the United States. Composting started in the more populated states, not by coincidence, but in those with more sophisticated, highly regulated standards for how solid waste is handled...predominantly on the east coast, west coast and in several Midwestern states. Composting took root on the west coast in cities like San Francisco, Portland, Seattle and in Honolulu."

San Francisco has mandatory food-waste separation and recycling for everyone, including residential. The State of Connecticut has newly enacted regulations that mandate commercial establishments and businesses that generate over 140 tons of food waste per year must compost it if there is a composting facility available. Massachusetts has enacted regulations that will ban organics by commercial establishments from landfills starting in July, 2014.

Canadian cities such as Toronto, Calgary and Vancouver have advanced composting programs. New York City already has a food-waste composting pilot program. In fact, in May, the city took bids for handling up to 200 tons per day of food-waste from schools and residences. In April, NYC's Department of Sanitation unveiled its first building-wide composting program at an apartment complex.

"I also see the future of residential food waste being offered as an alternative and perhaps at some point in the future mandatory," Widell speculated. "For example, Princeton Township in New Jersey now has a well established program for residential food-waste that has been quite successful and has proven to save money. A number of other communities in New Jersey are looking at the same type of program where they would collect food-waste separately and have it composted."

"The other part is economics. For example, it costs \$126 per ton to dump at a transfer station in Trenton, New Jersey. Peninsula charges about \$50 per ton. Even

with transportation from Jersey or New York down to our plant in Delaware it's cheaper. So it's not only environmentally far superior to putting it in a landfill, it's also more economical for northeastern states. In Wilmington, the landfill for the state of Delaware costs \$83 per ton and probably closer to \$90 in New York City. So there's both an environmental and economic benefit to composting."

The price for Peninsula compost averages \$20 per ton. Some is sold in bags but mostly in bulk to farmers, nurseries, contractors, garden centers and so forth. The Peninsula Group sees a bright future for composting. The company has plans in various stages of development for new facilities.

"Commodity recycling is mature, but the largest part of waste that's still thrown away and not recycled is food and yard waste. This material is recyclable because that's what Mother Nature wants and I do believe it's becoming mandatory, at least here on the east coast, sometime in the future," Widell concluded.

"What you see right now are about 3,000 plus yard waste composting facilities in the country. From the data I've seen, it seems to be pretty extensive. You have about two dozen states that ban the disposal of yard waste in landfills to one extent or another," reported Chaz Miller, director of policy/advocacy for the Environmental Industry Associations (EIA). EIA, through its sub-associations, the National Solid Wastes Management Association and the Waste Equipment Technology Association, represent companies and individuals who manage wastes, manufacture and distribute waste equipment and provide environmental services.

"We have a lot of cities that require the separate collection of yard waste, or are quite happy if people either mulch grass while mowing, or have a backyard compost pile," Miller continued. "For collection, they usually require the yard waste to be in a plastic bin, garbage can or a paper bag and many collect in bulk. Very few allow leaves to be collected in plastic bags because of the processing issue. That's not mandatory composting, rather mandatory separate collection with the implication that the leaves collected separately will be composted. To the best of my knowledge they are. That leaves the question, do you have compost markets for that material, or does it wind up as alternative daily cover (ADC) for landfills? That's a very important but separate question. I don't know to what extent yard waste collected for composting is composted and used as a compost product, and to what extent it is composted and due to lack of markets ends up as ADC.

"The bigger issue now is food waste. And you have to divide food waste into

categories by generators. Your industrial food processing companies have been composting extensively for years. In 1990, I visited the Budweiser brewery in Williamsburg, Virginia and the plant manager was thrilled that about a year earlier he signed a contract and no longer sent his spent hops and barley to a landfill, but sold them to a composter. I understand it was a company-wide policy. Interestingly, about five years ago there was a Super Bowl commercial which talked about their new practice: composting their spent grains. I thought they were finally taking credit for something they have been doing for quite some time. In other words, it long had a financial value, but they were now seeing a public relations value. That kind of composting has been common for quite a while because you have generators of large amounts of material and because the composition is well known, it's a saleable commodity."

"What is new on the food waste side is that we are starting to see larger retailers getting heavily involved in food recovery – the Wal Marts' of the world and supermarket chains. They are setting up inventory control systems to cut down on food-waste. In the case of Wal Mart, they pull food daily from the shelves and donate to shelters or foods banks, instead of throwing it away. And they compost other food waste. You are also starting to see that from restaurants and other large generators."

"I don't know if mandatory composting will happen. Once you get into food waste you get into some unique infrastructure, odor and facility issues. Putting in a municipal food waste composting operation can be expensive, more so the first time around because of the learning curves. Clearly, there are financially successful companies out there or we would not have the amount of composting that we do have," Miller concluded.

Finally, composting could be a major job creator according to a new report by the Institute for Local Self-Reliance, a nonprofit think tank in Washington, D.C. The report claims that 1,400 new full-time jobs could be supported for every million tons of yard trimmings and food scraps converted into compost that is used locally.

Based on a survey of Maryland composters, the report found that on a per-ton basis, composting sustains twice as many jobs as landfilling and four times the number of jobs as burning garbage. The number of jobs supported by composting versus other disposal options was even more striking: 3 times more than landfills, and 17 times more than incinerators. Many of these jobs are skilled jobs such as equipment operators, with typical wages in the \$16 to \$20 per hour range.

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NewsVoice of Salvage, Waste and Recycling

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American Recycler is published 12 times per year, postage paid at Columbia, Missouri.

SUBSCRIPTIONS: Call our offices at 877-777-0737 or visit www.AmericanRecycler.com. US 1 year \$48; 2 years \$72.

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Wal-Mart pleads guilty to crimes

Wal-Mart Stores Inc. pleaded guilty in cases filed by federal prosecutors in Los Angeles and San Francisco to six counts of violating the Clean Water Act by illegally handling and disposing of hazardous materials at its retail stores across the United States. The Bentonville, Arkansas-based company also pleaded guilty in Kansas City, Missouri, to violating the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) by failing to properly handle pesticides that had been returned by customers at its stores across the country.

As a result of the three criminal cases brought by the Justice Department, as well as a related civil case filed by the U.S. Environmental Protection Agency (EPA), Wal-Mart will pay approximately \$81.6 million for its conduct. Coupled with previous actions brought by the states of California and Missouri for the same conduct, Wal-Mart will pay a combined total of more than \$110 million to resolve cases alleging violations of federal and state environmental laws.

According to documents filed in U.S. District Court in San Francisco, from a date unknown until January 2006, Wal-Mart did not have a program in place and failed to train its employees on proper hazardous waste management and disposal practices at the store level. As a result, hazardous wastes were either discarded improperly at the store level – including being put into municipal trash bins or, if a liquid, poured into the local sewer system – or they were improperly transported without proper safety documentation to one of six product return centers located throughout the United States.

Wal-Mart pleaded guilty in San Francisco to six misdemeanor counts of negligently violating the Clean Water Act. The six criminal charges were filed by the U.S. Attorney's Office in Los Angeles and San Francisco (each office filed three charges), and the two cases were consolidated in the Northern District of California, where the guilty pleas were formally entered.

As part of a plea agreement filed in California, Wal-Mart was sentenced to pay a \$40 million criminal fine and an additional \$20 million that will fund various community service projects, including opening a \$6 million Retail Compliance Assistance Center that will help retail stores across the nation learn how to properly handle hazardous waste.

In the third criminal case, Wal-Mart pleaded guilty in the Western District of

Missouri to violating FIFRA. According to a plea agreement filed in Kansas City, beginning in 2006, Wal-Mart began sending certain damaged household products, including regulated solid and liquid pesticides, from its six return centers to Greenleaf LLC, a recycling facility located in Neosho, Missouri, where the products were processed for reuse and resale.

Because Wal-Mart employees failed to provide adequate oversight of the pesticides sent to Greenleaf, regulated pesticides were mixed together and offered for sale to customers without the required registration, ingredients or use information, which constitutes a violation of FIFRA. Between July 2006 and February 2008, Wal-Mart trucked more than 2 million lbs. of regulated pesticides and additional household products from its various return centers to Greenleaf. In November 2008, Greenleaf was also convicted of a FIFRA violation and paid a criminal penalty of \$200,000 in 2009.

Pursuant to the plea agreement filed in Missouri and accepted by U.S. District Judge John T. Maughmer, Wal-Mart agreed to pay a criminal fine of \$11 million and to pay another \$3 million to the Missouri Department of Natural Resources, which will go to that agency's hazardous waste program and will be used to fund further inspections

and education on pesticide regulations for regulators, the regulated community and the public. In addition, Wal-Mart has already spent more than \$3.4 million to properly remove and dispose of all hazardous material from Greenleaf's facility.

In conjunction with the guilty pleas in the three criminal cases, Wal-Mart has agreed to pay a \$7.6 million civil penalty that will resolve civil violations of FIFRA and Resource Conservation and Recovery Act. In addition to the civil penalties, Wal-Mart is required to implement a comprehensive, nationwide environmental compliance agreement to manage hazardous waste generated at its stores. The agreement includes requirements to ensure adequate environmental personnel and training at all levels of the company, proper identification and management of hazardous wastes and the development and implementation of Environmental Management Systems at its stores and return centers. Compliance with this agreement is a condition of probation imposed in the criminal cases.

The criminal cases are a result of investigations conducted by the FBI and the EPA, which received substantial assistance from the California Department of Substance and Toxics Control, and the Missouri Department of Natural Resources.

Coastal clean up completed

The total amount of trash picked up during Ocean Conservancy's International Coastal Cleanup surpassed the 10 million pound mark – with the second highest total items reported in the Cleanup's 27-year history. The new numbers offer a snapshot of the trash found along the ocean and waterways throughout the country and world.

The tallies were collected during the 2012 International Coastal Cleanup, the largest annual volunteer effort for the ocean. This year, while celebrating the tremendous volunteer effort, Ocean Conservancy is also stressing it is not enough to just clean it up – we need to rethink trash from beginning to end point.

Total numbers:

- More than 550,000 people (561,633) picked up more than 10 million pounds of trash (10,149,988) along nearly 20,000 miles of coastlines (17,719).

- Second all-time highest in total items reported since 1986.

- Third all-time highest in total pounds collected since 1986.

Ocean Conservancy has been organizing the clean up for 27 years, and while picking up the trash that's already on our beaches and waterways is an important component to fighting marine debris, it's not enough.

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One day our professor was discussing a particularly complicated concept. A pre-med student rudely interrupted to ask, "Why do we have to learn this stuff?" "To save lives," the professor responded quickly and continued the lecture. A few minutes later, the same student spoke up again. "So how does physics save lives?" he persisted. "It keeps the ignoramuses out of medical school," replied the professor.



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Volvo to commercialize renewable fuel for trucks

Volvo Trucks plans to utilize a new, clean-burning alternative fuel to power its heavy-duty trucks.

Dimethyl ether (DME) is a non-toxic, non-carcinogenic fuel that can be made from a variety of domestic, sustainable feedstocks and is currently used as a propellant in many household and cosmetic products.

Volvo invested in the DME technology for the North American market because of the numerous benefits DME offers as an alternative to diesel fuel. DME mirrors the performance qualities and energy efficiency of diesel while also delivering a number of excellent environmental properties – including the fact that it produces no soot. The

company plans to commercialize DME-powered vehicles in 2015.

DME can be made from a variety of organic sources, including biogas from food and animal waste, wastewater treatment facilities and landfills. When produced from biomass or biogas, DME can reduce CO₂ by up to 95 percent compared to diesel.

DME can also be produced from North America's abundant supply of natural gas, and therefore has the potential to significantly reduce energy dependency. Converting natural gas to

DME is an innovative way to address many of the distribution, storage and fueling challenges otherwise presented by natural gas as a heavy truck fuel.



Volvo Trucks plans to utilize a new, clean-burning alternative fuel to power its heavy-duty trucks.

RAM assumes operation of plastics recycling program

It's In The Bag, a plastic bag and film recycling program operated by the Minnesota Waste Wise Foundation, has been

turned over to the Recycling Association of Minnesota.

The collection and recycling program provides consumers the opportunity to recycle plastic bags and film at participating locations. It also provides employment for adults with disabilities, who collect and sort the plastic material. It's In The Bag was created by the Minnesota Waste Wise Foundation, a nonprofit affiliate of the Minnesota Chamber of Commerce.

Work crews from various vocational centers around the state collect and transport the plastic material to a processing facility where additional crews sort and bale the material. The material is then shipped to Trex Company, Inc. where it is recycled into composite lumber used in the construction of decks and railings.

"The Recycling Association of Minnesota is a perfect fit for the It's In The Bag program," said Jill Curran, executive director of Minnesota Waste Wise. "It has a statewide presence and already runs several other recycling programs." The association took over management and operation of It's In The Bag, effective June 1.

A fellow computer programmer had designed some software for one of our largest accounts. He asked my help in the last phase of the training. When I sat down with one woman and told her I would be showing her how to make changes to the files, she sighed with relief. "I'm so glad you're teaching me instead of him."

Surprised, I said that my colleague was far more experienced than I was.

"Yes," she said, "but I feel much more comfortable with you. I get nervous around really smart people."

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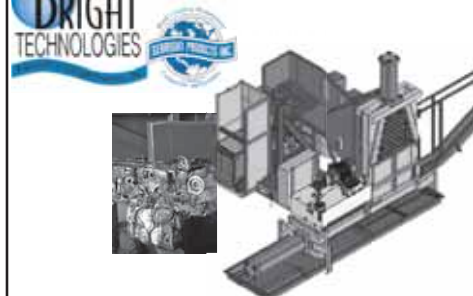
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Kroger's food waste used to create energy



The innovative solution to convert food waste to clean energy was implemented at Kroger's Compton, California facility.

The Kroger Co. unveiled a clean energy production system that will convert food that cannot be sold or donated into clean energy to help power its Ralphs/Food 4 Less distribution center in Compton, California.

The anaerobic conversion system will process more than 55,000 tons of organic food waste into renewable energy annually, providing power for the more than 650,000 sq.ft. distribution center. By diverting that food waste – the equivalent of 150 tons per day – the system will also reduce area truck trips by more than 500,000 miles each year. The Kroger Recovery System uses a sophisticated process to convert the carbon in organic material into a renewable source of methane.

“We are committed to finding solutions for food waste and clean energy, and we believe this is a meaningful step forward,” said Rodney McMullen, Kroger's president and chief operating officer. “Investing in this project is a good business decision for Kroger and, most importantly, an extraordinary opportunity to benefit the environment.”

The Kroger Recovery System utilizes anaerobic digestion, a naturally occurring process, to transform organic food that cannot be sold or donated, and on-site food-processing effluent, into renewable biogas. This biogas is then turned into power for on-site operations. The process is carried out in an enclosed, oxygen-free environment, which means the process takes up less space and generates no odors. The system will provide enough renewable biogas to offset more than 20 percent of the energy demand of the Ralphs/Food 4 Less distribution center. Combining the use of renewable energy power with more than 150 zero emission fuel cell fork lifts, the Ralphs/Food 4 Less distribution center is one of the greenest and most efficient.

A psychology instructor had just finished a lecture on mental health and speaking specifically about manic depression, the instructor asked, “What would you call a patient who walks back and forth screaming at the top of his lungs one minute, then sits in a chair weeping uncontrollably the next?”

A young man in the rear of the room raised his hand and answered, “A basketball coach.”

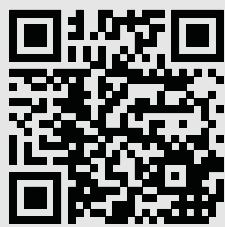
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PLASTICS

Los Angeles passes plastic bag ban

The City of Los Angeles became the largest city in the country to adopt an ordinance to phase out plastic grocery bags.

If the measure is signed, as expected, by Mayor Antonio Villaraigosa, the phase out of single use plastic grocery bags at large grocery stores will begin January 1, 2014 and extend to smaller convenience and liquor stores by July 1, 2014.

The adoption of the ordinance comes just two weeks after the California State Senate fell three votes short of passing a statewide phase-out of single use plastic bags (SB 405 by State Senator Alex Padilla).

In passing the ordinance, several members of the council, including City Council President Herb Wesson called on the state legislature to revisit the issue statewide.

Another dozen jurisdictions are expected to adopt ordinances phasing out single-use plastic later this year, including the Cities of Sacramento and Chico, and the Counties of Santa Barbara, Ventura, Sonoma and Monterey.

The use of single-use plastic bags peaked in 2005, when an estimated 21 billion plastic bags were distributed in California. Today that number has been reduced by better than one-third – to less than 14 billion. In 2014, the number of plastic grocery bags is expected to fall below 10 billion for the first time since the 1980s.

WASTE

Coalition fights garbage dump in New York

A coalition of residents, organizations and businesses have formed Pledge 2 Protect (P2P), an organization dedicated to stopping the construction of the proposed East 91st Street marine transfer station (MTS). Among other initiatives, the organization will mobilize residents to support only politicians who oppose the new transfer station.

P2P also released two new reports that demonstrate the inappropriateness of locating an MTS in such a dense and diverse residential neighborhood, due to the potential negative health impacts.

The first report, "Sharing the Garbage Load?" by BFJ Planning examined the proposed MTS against the other six proposed locations and found that more than three times both the total number of residents and children live within a quarter mile of the East 91st Street location compared to the next most populated MTS location.

The BFJ Planning report also found that the East 91st Street location has:

- Sixty-two percent more minority residents than at the other sites;
- More than 1,100 public housing units – only 1 other location has any public housing units, and that site's total is 33;
- And, twice the amount of parks, fitness/recreational areas and bike/pedestrian paths than any other site.

"Contrary to the City's statement that there will be no impact on the neighborhood, we have solid evidence of the health and safety dangers this garbage facility will impose on New Yorkers," said Pledge 2 Protect president Kelly Nimmo-Guen-

ther. "We launched the Pledge 2 Protect Coalition to mobilize the thousands who strongly oppose a garbage dump in any densely populated residential community. New York City's next mayor and other elected officials need to realize that the selection of the East 91st Street site was a mistake that must be rectified."

A second report, commissioned by Residents for Sane Trash Solutions, entitled "Air Pollution Impacts on Children from a Waste Transfer Station" found that emissions from diesel emitting garbage trucks, many of them idling mere feet from playing children, will directly affect the lung development of children in the direct vicinity. The garbage trucks and fumes from the MTS will result in an eight percent increase in respiratory related child hospitalizations.

Due to the proximity of children to the trucks as they enter the MTS, the nature of the diesel emissions, the stage of lung development in young children and the low average height of children, Health Report authors found "the operation of this facility will impose health and social costs upon already vulnerable populations in the surrounding neighborhood. Asphalt Green is a uniquely poor site for a waste transfer station because the truck ramps to the station are located in the middle of a children's recreation area."

The report also noted that "approximately 31,000 children participated in programs at Asphalt Green during the 2011-2012 school year. Countless others, including toddlers and infants, use the DeKovats playground that lies within the

zone of the highest particulate concentrates. Moreover, the March 2012 update of the Economic Impact Survey recognizes that 11 day care centers and 16 schools are situated within the primary and secondary study areas that will be affected by the proposed MTS."

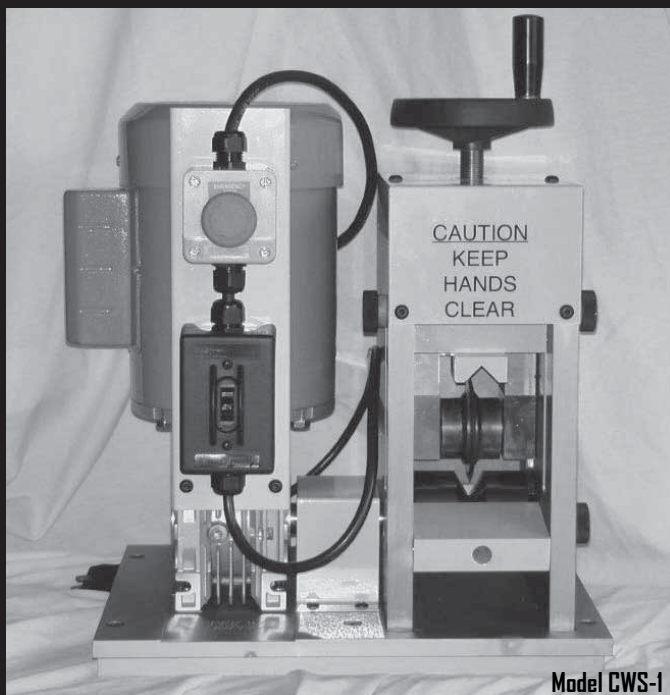
Additionally the report noted that 18 percent of the school-aged children in East Harlem suffer from asthma and 2,000 children from East Harlem and Harlem participate in programs at Asphalt Green. The report follows announcements from the World Health Organization that diesel exhaust is a carcinogen, new emissions standards from the Environmental Protection Agency, which the East 91st Street MTS would exceed, and a declaration by NYC's Commissioner of Health that vehicular emissions are harmful.

In the coming months, the P2P Coalition will be holding a Pledge 2 Protect community education event, engaging in door-to-door pledge signing drives, communicating to residents the positions politicians have taken on the MTS, releasing reports on the health effects and environmental impact of the proposed dump and engaging in social media campaigns.

Coalition members supporting this issue include Asphalt Green, P.L.U.S., Residents for Sane Trash Solutions, Inc., Stanley M. Isaacs Neighborhood Center Inc., East 79th St. Neighborhood Association, The Chapin School, East Side Middle School PTA, East 93rd Street Block Association, NYC Elite, Gracie Point Community Council, local businesses and thousands of New Yorkers.

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WASTE

City of Dallas and waste association settle lawsuit

Several waste haulers and the National Solid Wastes Management Association (NSWMA) have declared that they will settle a longstanding waste flow control lawsuit against the City of Dallas that dates to 2011.

The settlement, which was approved by Federal District Court Judge Reed O'Connor, means these haulers can dispose of the waste they collect in Dallas at a location of their choosing, including their own facilities located outside Dallas.

The city passed an ordinance in September 2011 mandating that all waste collected inside its borders go to the city's McCommas Bluff Landfill. NSWMA, joined by several other parties, filed a lawsuit seeking to overturn the ordinance, saying it violated federal and state constitutional principles and city law.

The settlement makes permanent an October 2012 injunction issued by Judge O'Connor barring enforcement of the ordinance. That ruling stated that the city's actions violated the Contract Clause of the U.S. Constitution as well as Texas state law and the Dallas city charter. The court determined that the city enacted the law for economic gain "at the expense of the franchisees' rights and that was an unreasonable exercise of its police powers."

"We are so happy we're able to put this episode behind us," said Tom

Brown, senior vice president and chief operating officer of Progressive Waste Solutions in Fort Worth and chair of NSWMA's Texas Chapter. "This settlement preserves competition for waste disposal and recycling services in Dallas. City businesses and residents will be the beneficiaries of this agreement as it assures a competitive marketplace."

As part of the settlement, it was agreed that no flow control law would be applicable to the parties to the lawsuit until 2029.

"We are glad it's over, but disappointed that Dallas taxpayers had to foot the bill for defending this terrible ordinance," said Sharon H. Kneiss, president and chief executive officer of the Environmental Industry Associations (EIA), the parent association of NSWMA. "Cities, counties and states should be on notice that we will not stand idly by and let local governments establish waste disposal monopolies. It's not just bad for our industry, it's bad for the consumer and the taxpayer, as well. Let the market determine the most economical and environmentally sound waste management solutions. The answer is not a government monopoly."

The parties to the settlement include NSWMA; Bluebonnet Waste Control, Inc.; IESI Corp.; Republic Services, Inc.; Waste Management, Inc.; Businesses Against Flow Control; and the City of Dallas.

Republic Services opens new landfill and transfer station

Republic Services, Inc. dedicated a landfill and transfer station in Texas to meet the Rio Grande Valley's waste needs for the next 100 years. The new La Gloria landfill is a highly-engineered facility and was designed as a safe, environmentally sound system for waste disposal.

The 2,037 acre landfill replaces Republic's Rio Grande Valley Landfill in Donna, Texas, that was filled to capacity.

With an estimated life of more than 100 years, La Gloria, in Edinburg, Texas, will serve the entire Rio Grande Valley. Both the landfill and transfer station will accept material from residents, contractors, third-party waste haulers, as well as from Republic's local operations. Permitted material includes municipal solid waste, liquids, green waste and special waste.

The site was under construction for one year and was built with integrated systems, technologies and processes that help

ensure environmental protection. It is equipped with liners made of clay and plastic, a leachate collection and management system, a storm water drainage system and a ground water monitoring system.

The landfill will be operated to comply with all local, state and federal regulations and to protect the environment.

The La Feria, Texas transfer station is a 14,000 sq.ft. facility that also will serve the Rio Grande Valley.

Transfer stations are conveniently-located sites that receive solid waste, consolidate loads and optimize hauling to disposal sites. Efficiency in the number and capacity of loads traveling to a landfill means controlled costs and less air pollution because fewer trucks are required to travel those distances.

Waste from the La Feria transfer station will be hauled to the La Gloria landfill.

Clairvest Group invests \$15 million in County Waste of Virginia

Clairvest Group Inc., Clairvest Equity Partners IV Limited Partnership and Clairvest Equity Partners IV-A Limited Partnership (collectively, CEP IV) revealed a combined \$15 million investment in County Waste of Virginia LLC. County Waste is a private regional solid waste management company based in West Point, Virginia. The company provides res-

idential, commercial and industrial waste collection, processing and transfer services in parts of Virginia. Clairvest's portion of the investment is \$4 million.

County Waste is Clairvest's eighth investment by CEP IV. The Clairvest/CEP IV co-investment pool is capitalized at \$467 million and focuses on equity investments in growth companies.

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WASTE

Progressive Waste converts truck fleets to natural gas

Progressive Waste Solutions Ltd., which already has Canada's largest waste and recycling collection fleet of natural gas powered vehicles, plans to significantly increase the number of natural gas powered trucks it purchases. The company made the announcement on the first day of the Federation of Canadian Municipalities annual conference, held in Vancouver, British Columbia.

Progressive Waste Solutions has more than 110 natural gas powered vehicles on the road in Canada, including fleets in Surrey, British Columbia and Simcoe County, Ontario. This represents approximately 10 percent of its Canadian fleet. The company expects to have nearly 150 natural gas powered vehicles in Canada by the end of 2013, with the addition of trucks in markets such as Montreal, Quebec. In 2014, Progressive Waste Solutions expects 50 to 55 percent of the total number of vehicles it purchases in Canada and the U.S., through the normal course replacement of its fleet, will be fuelled by compressed natural gas.

A new waste or recycling collection truck powered by natural gas typically costs about 15 percent more than a conventional diesel powered truck. As natural gas costs less than diesel, Progressive Waste Solutions expects a return on this investment within an attractive timeframe. In addition, government programs in areas such as

British Columbia offer incentives for companies investing in the greening of their fleets.

In British Columbia, FortisBC offers incentives for operators to convert diesel trucks to compressed natural gas to promote the use of domestic B.C. natural gas as a transportation fuel, and generate both environmental and economic benefits. The incentives encourage the conversion of heavy duty fleet vehicles and the implementation of related natural gas fuel infrastructure. The program was made possible following the creation of the Government of B.C.'s Greenhouse Gas Reduction regulation.

"Converting our fleet to natural gas helps municipalities meet targets for reducing greenhouse gas emissions and reduces pollution in the neighborhoods we serve," said Dan Pio, vice president and Canadian chief operating officer, Progressive Waste Solutions.

For short haul fleets – trucks that operate in a limited, local geographical area – the switch to natural gas is simpler, as companies can build their own refueling stations, as Progressive Waste Solutions did in Surrey, B.C., in partnership with FortisBC. Progressive Waste Solutions plans to build natural gas fueling stations in Canadian markets such as Montreal, Quebec, as it converts its fleet.

Industry professionals honored

America's waste and recycling industry honored men and women for their service at a national awards ceremony in New Orleans, sponsored by the Environmental Industry Associations (EIA).

EIA is the trade association representing the waste and recycling services and equipment industry throughout the U.S. through its two sub-associations, the National Solid Wastes Management Association (NSWMA) and the Waste Equipment Technology Association (WASTEC).

The breakfast ceremony was held during the 45th Annual Waste Expo Conference and Exhibition, North America's largest solid waste and recycling tradeshow. Those honored at the May 21 event included:

EIA Driver of the Year

•Large Commercial: Ruben Alcantara, Waste Management, Inc. (Baldwin Park, California)

•Large Industrial: Daniel Parker, Republic Services, Inc. (Birmingham, Alabama)

•Large Residential: Terrance Johnson, Republic Services, Inc. (Baton Rouge, Louisiana)

•Medium Company: Mike George, Central Jersey Waste & Recycling, Inc. (Ewing, New Jersey)

•Public Sector: Paul Jones, City of Stillwater (Oklahoma)

•Regional Commercial: Tim Taber, Rumpke Consolidated Companies (Greenville, Ohio)

•Regional Industrial: Randy King, Rumpke Consolidated Companies (Louisville, Kentucky)

•Regional Residential: Darrell Davis, Rumpke Consolidated Companies (Columbus, Ohio)

•Small Company: Cesar Cevallos, Mr. T Carting Corporation (Glendale, New York)

For the full list, including other categories, view this article on www.AmericanRecycler.com.

Oregon DEQ and Grabhorn reach agreement for closure of landfill

The Oregon Department of Environmental Quality (DEQ) and Grabhorn Inc. have signed a clean up action settlement agreement to address groundwater contamination and post-closure care at the former Lakeside Reclamation Landfill.

DEQ issued a clean up action decision to address groundwater contamina-

tion at the former Lakeside Reclamation Landfill in December 2011.

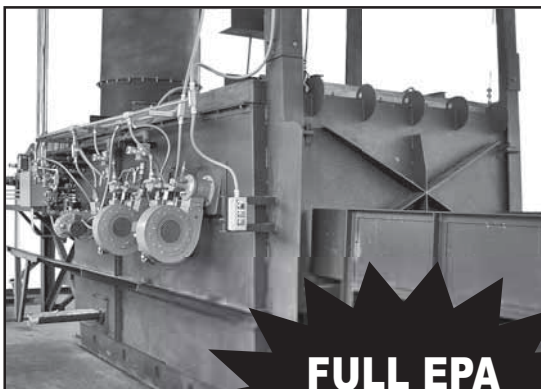
DEQ signed a settlement with Grabhorn Inc. and Howard Grabhorn which requires the parties to pay DEQ specified amounts to be used to complete the clean up, landfill cover improvements and post-closure maintenance and monitoring.

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INTERNATIONAL

Novelis unveils aluminum recycling operation in Italy

Novelis will open a new aluminum recycling and continuous casting line at its Pieve Emanuele facility in Milan, Italy. The expansion represents the largest single investment by Novelis in Italy in the past decade and is a key part of the company's drive to enhance the competitiveness of its Italian operations.

The advanced technology incorporated into the new line leverages the plant's expertise in continuous casting and will enable the company to recycle aluminum scrap into high quality aluminum sheet for further processing at its operations in Italy and Germany.

The Novelis plant at Pieve Emanuele is an integrated recycling, continuous casting, rolling and finishing

operation. The aluminum sheet and coil produced at the facility is sold to end users in a number of industrial and construction markets. The Pieve plant also supplies aluminum sheet to other Novelis plants in Bresso, Italy and Germany, where it is processed into pre-painted, textured and bright finish material for use in transportation, construction and industrial applications such as roofing, architectural cladding and domestic appliances. The expanded capacity in Italy also frees up capacity elsewhere in the Novelis Europe system that is needed for use in growth markets. Novelis Italy currently employs approximately 400 people at its plants in Pieve and Bresso.

Continuum celebrates anniversary with 500 million green bottles

Continuum Recycling, the recycled-PET joint venture between Coca-Cola Enterprises (CCE) and ECO Plastics, celebrated its one year anniversary by reaching the milestone of half a billion bottles processed since opening in May 2012.

To mark the completion of Continuum's first full year in operation, CCE and ECO Plastics welcomed Lord de Mauley, Parliamentary Under Secretary at the Department for Environment, Food and Rural Affairs, for a tour of the facility. The visit allowed the Waste & Recycling Min-

ister to witness first-hand the technology and people driving the transformation of plastics reprocessing in Great Britain.

Located on the site of ECO Plastics' existing facility in Hemswell, Lincolnshire, the development of Continuum Recycling created the world's largest plastics reprocessing facility, more than doubling the amount of bottle-grade recycled plastic previously created in Britain.

The site is now responsible for processing around 50 percent of all the plastic bottles collected in the UK.

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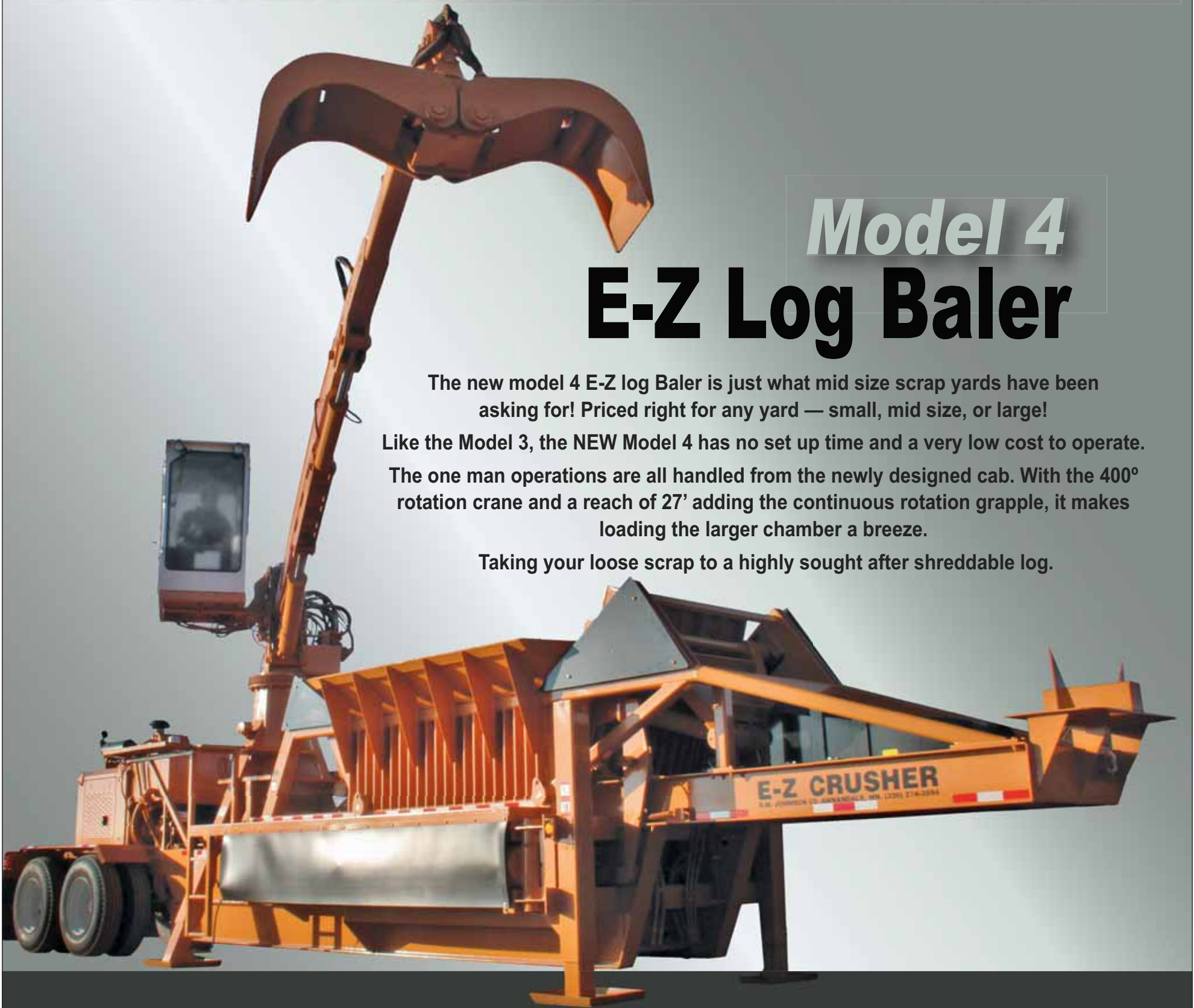
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METALS

Steel imports increase 4 percent in April

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,680,000 net tons (NT) of steel in April, including 2,087,000 NT of finished steel (up 4 percent and 1 percent, respectively, vs. March final data). Year-to-date (YTD) total and finished steel imports are 10,375,000 and 8,178,000 NT, respectively, down 12 percent and 9 percent vs. 2012. Annualized total and finished steel imports in 2013 would be 31.1 and 24.5 million NT, down 7 percent and 5 percent respectively vs. 2012. Finished steel import market share was an estimated 24 percent in April and is estimated at 23 percent YTD.

Key finished steel products with a significant import increase in April 2013 compared to March are plates-in-coils (up 61 percent), standard pipe (up 43 percent), cut lengths plates (up 43 percent) and wire rods (up 39 percent). Major products with significant YTD import increases vs. the

U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS BY COUNTRY OF ORIGIN (Thousands of Net Tons)					
	APR 2013	MAR 2013	2013 Annual (est)	2012 Annual	% Change 2013 Annual vs. 2012
SOUTH KOREA	248	318	3,631	3,651	-0.5%
JAPAN	208	182	1,971	1,931	2.1%
CHINA	106	136	1,660	1,652	0.5%
TURKEY	66	154	1,407	1,347	4.5%
GERMANY	115	73	1,087	1,279	-15.0%
TAIWAN	81	68	784	833	-5.9%
INDIA	60	75	731	762	-4.1%
All Others	1,202	1,055	13,262	14,372	-7.7%
TOTAL	2,087	2,061	24,533	25,826	-5.0%

same period last year are sheets and strip hot dipped galvanized (up 11 percent).

In April, the largest volumes of finished steel imports from offshore were all from Asia and Europe. They were from South Korea (248,000 NT, down 22 percent), Japan (208,000 NT, up 14 percent), Germany (115,000 NT, up 57 percent) and

China (106,000 NT, down 22 percent). For four months of 2013, the largest offshore suppliers were South Korea (1,210,000 NT, down 2 percent), Japan (657,000 NT, down 1 percent), China (553,000 NT, up 26 percent), Turkey (468,000 NT, down 31 percent) and Germany (362,000 NT, down 8 percent).

Oregon DEQ issues penalty to Metal Movers

The Oregon Department of Environmental Quality has issued a \$17,231 penalty to Metal Movers, LLC, for a variety of violations at the metal recovery business in Helix, Oregon. 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 found large piles of solid waste, including metals, vehicle components, plastics and glass. The same inspection also found that oil, gasoline and other contaminants had been released to the soil.

Three months after being told of the violations, Metal Movers had not acted to remedy the situation, which posed a risk to human health and the environment.

New recycled content certification program launched

Novelis revealed the commercial availability of 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, auditing, testing and standards development service.


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 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 2 years that will double global recycling capacity to 2.1 million metric tons by 2015.



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METALS

May SIMA import permits up 4 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 May total 2,800,000 net tons (NT). This was a 4 percent increase from the 2,697,000 permit tons recorded in April and 2 percent increase from the April final imports total of 2,738,000 NT. Import permit tonnage for finished steel in May was 2,105,000, down 2 percent from the total of 2,145,000 in April. For the first five months of 2013 (including May SIMA and April final), total and finished steel imports were 13,234,000 NT and 10,341,000 NT, down 11 percent and 9 percent from the same period in 2012.

Finished steel imports with large increases in May permits vs. the April final included reinforcing bars (up 361 percent), hot rolled bars (up 50 percent), wire rods (up 30 percent) and steel piling (up 107 percent). Products with significant year-to-date (YTD) increases vs. the same period in 2012 include steel piling (up 86 percent), sheets and strip galvanized electrolytic (up 35 percent) and cold rolled strip (up 32 percent).

In May, the largest finished steel import permit applications for offshore countries were for South Korea (286,000 NT, up 4 percent from April), Turkey (197,000 NT up 197 percent), China (179,000 NT, up 60 percent) and Japan (147,000 NT, down 29 percent). Through the first five months of 2013, the largest offshore suppliers were South Korea (1,523,000 NT, down 2 percent) and Japan (805,000 NT, down 5 percent).

Novelis makes executive management appointments

Novelis revealed a number of senior executive moves designed to further accelerate its "One Novelis" global integration strategy. Company executives Marco Palmieri, Tadeu Nardocci and Erwin Mayr have been appointed as regional presidents for North America, South America and Europe, respectively, and Brad Soultz has been named head of global strategy and commercial activities.

Marco Palmieri has been named senior vice president and president, Novelis North America. Palmieri will have responsibility for all aspects of the company's largest region, which is currently experiencing a step-change in its product offerings as it increases its sales to the automotive sector. Palmieri has served as senior vice president and president, Novelis South America, since joining the company in 2011.

Palmieri succeeds Tom Walpole, who retired from Novelis on June 30, after a 34-year career with the company.

Tadeu Nardocci has been named senior vice president and president, Novelis South America. As head of Novelis' fastest-growing region, Nardocci will lead all aspects of the company's business in South America, including the ongoing expansion of aluminum rolling and recycling operations at Novelis' plant in Pindamonhangaba, Brazil.

Nardocci was most recently senior vice president and president, Novelis Europe, where he led the revitalization of the company's business in the region, including increasing its focus on the automotive market and on closed-loop recycling agreements with automotive customers. Nardocci joined the company in 1978 as an engineer in Brazil. He has held positions of increasing responsibility

with Novelis, including managing director of the company's operations in Malaysia; senior corporate vice president in charge of innovation, technology and strategy; and a previous assignment as senior vice president and president, Novelis South America.

Erwin Mayr has been named senior vice president and president, Novelis Europe, effective immediately. As head of Novelis' second-largest region, Mayr will have responsibility for all aspects of the company's European business, including sales, operations and strategy implementation.

Mayr was previously senior vice president, chief strategy and commercial officer, with responsibility for creating the company's global strategy and overseeing all of its key customer relationships and other commercial activities.

Mayr joined Novelis in 2002 as vice president, business planning and strategy. During his tenure, he has also served as business unit president, Advanced Rolled Products, for Novelis Europe.

Brad Soultz succeeds Erwin Mayr as vice president, chief strategy and commercial officer, effective immediately. Soultz will be responsible for developing Novelis' global strategy and leading the global commercial organizations, with a focus on growing the company's sales and customer base.

Prior to Novelis, he was managing director with Cummins Inc. Since joining Novelis in 2005, he has held a number of leadership positions, most recently serving as vice president, global supply chain. He has also served as vice president, Global Specialty Products; vice president and general manager of Novelis' Automotive and Specialty Products businesses in North America; and vice president and general manager for Light-Gauge Products in North America.

All of the named executives will report directly to Novelis' president and chief executive officer, Phil Martens.

Alcoa to expand North American automotive sheet capacity

Alcoa revealed a second major North American expansion to meet the growing demand for light, durable and recyclable aluminum sheet for automotive production.

Alcoa plans to invest \$275 million over the next 3 years to expand and convert capacity at its rolling mill in Alcoa, Tennessee, to support automotive producers' plans to use more aluminum sheet to increase fuel efficiency, safety, durability and performance of cars and light trucks. Alcoa previously announced a \$300 million expansion of its Davenport, Iowa plant which is set to be completed by the end of this year.

The Tennessee expansion will add 200 full-time jobs upon completion. In addition, more than 400 jobs will be created during the construction phase of the expansion. The project will convert some of the plant's can sheet capacity to high-strength automotive aluminum capacity, as well as install incremental automotive capacity. The Tennessee expansion was scheduled to begin in May and should be completed by mid-2015. When completed, the plant will be a key supplier to both the packaging and automotive markets. Much of the volume for the automotive expansion is already secured under long-term supply agreements.




Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$300.00	\$302.00	\$335.00	\$365.00	\$360.00
#1 Bundles	per gross ton	300.00	300.00	335.00	360.00	365.00
Plate and Structural	per gross ton	295.00	296.00	351.00	355.00	360.00
#1 & 2 Mixed Steel	per gross ton	295.00	295.00	354.00	345.00	330.00
Shredder Bundles (tin)	per gross ton	270.00	278.00	270.00	335.00	280.00
Crushed Auto Bodies	per gross ton	270.00	278.00	270.00	335.00	280.00
Steel Turnings	per gross ton	189.00	180.00	210.00	210.00	225.00
#1 Copper	per pound	2.98	2.97	2.98	3.00	3.08
#2 Copper	per pound	2.90	2.83	2.85	2.78	2.94
Aluminum Cans	per pound	.58	.60	.70	.68	.70
Auto Radiators	per pound	2.08	1.85	2.00	1.92	2.10
Aluminum Core Radiators	per pound	.59	.57	.70	.70	.70
Heater Cores	per pound	1.90	1.89	1.40	1.43	1.78
Stainless Steel	per pound	.60	.60	.67	.70	.63

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

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ALTERNATIVE ENERGY

Georgia PSC asked to bring solar energy to coal plant communities

Georgia Public Service Commission (PSC) and its staff heard testimony from Georgia Solar Utilities about the company's proposal to increase the amount of solar energy in Georgia Power Company's 20 year energy plan.

"We asked the Commissioners to deploy solar energy farms to rural counties that are scheduled to lose their coal

and oil-fired power plants," said Robert E. Green, CEO of Georgia Solar Utilities.

Georgia Power Company recently presented their 20 year energy plan to the PSC. In the plan, the company provided no new solar resources for Georgia ratepayers. Tom Fanning, CEO of the Southern Company, said at a recent Atlanta Press Club appearance that

"renewables are going to remain a niche for some time."

In its written testimony to the PSC, Georgia Solar Utilities requested 500 MW – enough to power 200,000 homes – to be deployed to areas that are being economically-impacted by coal-plant closures.

During the public phase of the proceedings, several citizens and representatives from areas affected by coal plant closures provided public comment.

Representative Rusty Kidd said, "We're losing Plant Harlee Branch in the months to come and a significant portion of Putnam's tax revenues may be lost – several million dollars annually to be exact. This is a concern that I share with all of the communities facing the same dilemma."

Tea Party Patriot state coordinator Debbie Dooley said, "I commend the Commission for considering plans for new solar investments that avoid the use of state subsidies, don't require Vogtle-style financing risks and leads to ratepayers benefiting long term."

University of Georgia junior Tyler Faby said, "I would like to request of the Commission in this Integrated Resource Plan to consider allowing new solar investments to be installed into the UGA grid, helping us meet our 10 percent renewable energy targets."

"We feel that it would send a strong message to students all over the country that UGA is prepared for the 21st century economy," said Faby, who is also a member of a student committee tasked with replacing coal-fired boilers with newer sources of energy.

During his testimony, Robert E. Green said, "We have a unique window of opportunity to use historically-low interest rates in the bond market to install solar energy farms that will provide long-term stability in energy rates."

"Zero future fuel costs means additional savings to future generations. Through our plan, hundreds of millions of dollars in investments will be provided to local communities and hundreds of new jobs will be created."

CNG fueling station opens in New Jersey

Clean Energy Fuels Corp. and Covanta Energy Corporation hosted opening ceremonies in Newark, New Jersey for the first compressed natural gas (CNG) fueling station built as part of a nationwide partnership between the two companies to expand the CNG fueling infrastructure across the country.

The new station, built and maintained by Clean Energy on-site at Covanta's energy-from-waste facility located in Newark will supply CNG fuel to refuse trucks serving communities and businesses in Northern New Jersey and New York City. CNG fueling, combined with Covanta's energy-from-waste facility, which processes post-recycled municipal solid waste into clean, renewable electricity, creates a compelling economic and environmentally friendly refuse management model the two companies plan to replicate across the United States.

This Clean Energy and Covanta CNG fueling station project is partially funded by a U.S. Department of Energy Federal Stimulus Grant through the New Jersey Clean Cities Coalition, a non-profit organization that works to educate the public about the environmental benefits of switching to vehicles powered by alternative fuels.

Natural gas fuel costs up to \$1.50 less per gallon than gasoline or diesel, depending on local market conditions. The use of natural gas fuel not only reduces operating costs for vehicles, but also reduces greenhouse gas emissions up to 30 percent in light-duty vehicles and 23 percent in medium to heavy-duty vehicles. The U.S. Department of Energy reports that 98 percent of the natural gas consumed in the U.S. is sourced in the U.S. and Canada, making natural gas a secure North American energy choice.

Two snakes were slithering through a field. One snake turned to the other and asked, "Do you think we're poisonous snakes?"

"I don't know," replied the other, "Why?"
"Well," said the first, "I just bit my lip!"

SALVAGING Millions

by Ron Sturgeon
Autosalvageconsultant.com

Getting to yes with your banker

Learn from the tips in these continuing articles.

Tip #7: Keep your loan amount private – save taxes!

Whenever you finance a piece of property, the deed of trust becomes part of the public record. The dollar amount of your loan is listed on that deed.

The official reason is that, in the event of foreclosure, the lenders and courts want to be able to identify each loan very specifically. However, the reality is that the dollar amount isn't going to be the only way to identify that loan. Let's face it: The chances are good that you didn't take out additional loans on other pieces of property on that exact same day for the same amount of money. So the records showing a loan being taken out on that piece of property should be sufficient to connect the deed to the property.

When the dollar amount of a loan is included on a deed, the taxing district can use that information to make assumptions as to the sale price. Most likely, the district will assume that the loan amount represents a certain percentage of the value of the property, so it will automatically assess it under that assumption, which could lead to a higher value and tax rate.

Let's say you have a piece of property you bought 20 years ago; now it's worth \$5 million. You don't have a loan on it and the tax district's assessment puts the value of the property at \$800,000. If you go to the bank and borrow \$4 million on that piece of property and the tax district sees that amount, it's going to raise the estimated value of the property. Generally, the tax district assumes that the loan is equal to 80 percent of the property's value, so it computes a value based on that formula and raises your taxes accordingly. With that value in place, the district will challenge you to produce the sale documents to protest, so

you lose. In some states, disclosure of sale prices is mandatory; rules vary. So it's to your benefit as the property owner to keep that amount private. Legally, if someone from the taxing district called the bank and asked for the amount of the loan, the banker would be barred from telling them. That same sort of confidentiality should be allowed on paperwork that is being filed with the tax district. In Fort Worth, Texas, the tax rate runs about 3 percent of value, so the increase described above triggers additional property taxes of \$120,000. Yep, over \$2,000 per week just for taxes. Most lenders on commercial loans will be willing to leave the amount out; however, it's much trickier on residential loans.

Just as with other business transactions, you can use a non-disclosure agreement, or NDA, to keep the details private. This can also be placed as a requirement in the contract on a real estate sale, ensuring that you are able to keep the information private. One added benefit is also that you don't want everyone knowing what you paid or sold a property for.

Keep your sales price private, too!

For many reasons, it's also important to keep the sales amount of real estate transactions private, too. One way to do this is to put a non-disclosure agreement in the purchase contract. The non-disclosure agreement prohibits the buyer and the seller from revealing the dollar amount of the transaction.

Some states require you to include that information, so check your state laws before pursuing this agreement. You can always add a non-disclosure clause; just include a provision excepting those professionals or employees involved in the transaction who need to know (like the party's accountants) or as required by law.

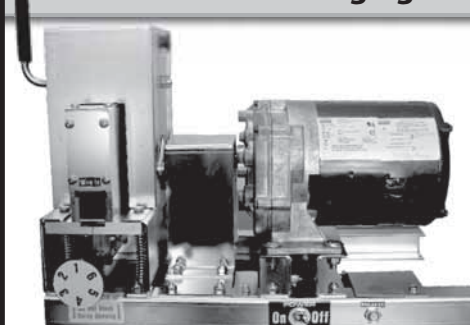
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This article was provided by autosalvageconsultant.com, which was formed in 2001 by recyclers for recyclers, to help them improve their businesses.

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CONSTRUCTION & DEMOLITION

Cherry Companies named C&D Recycler of the Year

Cherry, a Houston based demolition and recycling company, has been named Construction & Demolition (C&D) Recycler of the Year by the Construction Materials Recycling Association (CMRA).

CMRA is a national trade organization that promotes the safe and economically feasible recycling of the more than 325 million tons of recoverable C&D materials generated in the U.S. annually.

CMRA honored Cherry for its contributions to the recycling industry by significantly expanding its aggregate and steel recycling operations during the last 18 months to include the recycling of asphalt, residential composition shingles and tires. Cherry upped its aggregates recycling from one million tons to two million tons, its steel recycling from 40,000 tons to 50,000 tons and increased its revenues by 33 percent during that time period.

Cherry's other major business accomplishments included the startup of



Asphalt recycling at Cherry's newest recycling center located in Hitchcock, Texas.

three new areas of recycled products – asphalt, residential composition shingles and tires. Asphalt recycling now totals 59,000 tons, residential composition shingle recycling is 25,000 tons and tire recycling is 3,500 tons annually. In order to achieve these results, the company expanded operations at three recycling centers and five stabilized materials plants and opened two more recycling centers and one additional stabilized materials plant.

Rebranded construction and demolition association unveiled

To more clearly identify with its constituency, the 18 year old Construction Materials Recycling Association has rebranded itself as the Construction & Demolition Recycling Association (CDRA).

"As our industry has continued to grow we wanted to highlight the focus our organization has on the recycling of both construction and demolition materials," said Valerie Montecalvo, president of the CDRA and also president of Bayshore Recycling, Keasbey, New Jersey. "The goal of the more than 250 members of the CDRA is to promote the recycling of C&D materials."

Besides performing a variety of projects to reach that goal, in recent years the organization has grown rapidly, and has expanded its headquarters and staff, and has such offerings as an

industry-specific safety manual, a concrete recycling white paper, material specific websites for concrete, asphalt shingles and gypsum and recently started up a C&D Recycling Hall of Fame to honor those pioneers and leaders in the industry.

As part of its rebranding the CDRA has a new and more fully interactive website that will remain at www.cdrecycling.org. The new design will allow members to pay dues and other bills online, download association documents and allow for association committee members to have their own areas for their correspondence. Most of the material-specific websites the CDRA manages will also have the same design. The website also has features to allow it to provide other member services in the future.

For beautiful eyes, look for the good in others; for beautiful lips, speak only words of kindness; and for poise, walk with the knowledge that you are never alone.

—Audrey Hepburn

Association chooses six new scholarship winners

The National Demolition Association (NDA) named six recipients of scholarships presented by the global trade organization representing the demolition industry.

- The Bill and Wanda Baker Scholarship was presented to Ryan Mitacek of Glen Ellyn, Illinois. He is a graduating senior at Glenbard South High School in Glen Ellyn. He was nominated for the scholarship by NDA member company Robinette Demolition Inc., Oakbrook Terrace, Illinois.

- The National Demolition Association Scholarship was awarded to Laura Kowalik of New Alexandria, Pennsylvania, a graduating senior at Derry Area High School. She was nominated by NDA member company Noralco Corporation, Pittsburgh, Pennsylvania. The second recipient of this scholarship is Marc Petrine of Midlothian, Virginia, who will graduate this year from Maggie L. Walker

Governor's School in Richmond, Virginia. Petrine was nominated by NDA member company, S.B. Cox Inc., Richmond.

- The NDA Southern California Chapter Scholarship was presented to Nathan Wolf of Fontana, California, a student at the University of California, Los Angeles. Three D Service Demolition Contractors, Pomona, California, nominated him for the scholarship.

- The Patrick H. O'Rourke Scholarship was awarded to Jovana Stijovic of Garfield, New Jersey, a student at Bergen County Community College. She was nominated by NDA member company Brandenburg Industrial Service Co., Chicago, Illinois.

- The Sims Adams Recycling Scholarship was given to Jelena Stijovic of Garfield, New Jersey, a student at Bergen County Community College, which was offered to qualified students.

Lomangino added to Hall of Fame

The Construction and Demolition Recycling Association (CDRA), presented the 2013 Industry Awards, including the Inaugural Class of the C&D Recycling Hall of Fame. The C&D Recycling Hall of Fame honors prominent leaders and pioneers in the C&D recycling industry.

Anthony Lomangino, chairman and co-founder of Southern Waste Systems (SWS) and Sun Recycling, was named as a 2013 Hall of Fame inductee. Lomangino

has more than 35 years' experience in the waste and recycling industry. Lomangino traveled to Germany in the late 1970s and purchased the first C&D sorting system, bringing the technology for the very first time to the North Eastern United States. He has led the industry in the process of recycling C&D material from that original system he bought to the 5th generation of that system used today at Sun Recycling.

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WARREN & BAERG INTRODUCES THE MODEL MSB6-20-O BIN

Warren & Baerg recently released the Model MSB6-20-O Metering-Surge Bin that can be used in the agricultural, biomass and waste industries. This latest generation of metering bin allows customers to load fibrous materials with a front-end loader.

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BUSINESS BRIEFS

Newalta declares second quarter cash dividend

■ Newalta Corporation has declared a quarterly cash dividend of \$0.11 per common share for the second quarter of 2013, payable on July 15, 2013, to all shareholders of record on June 28, 2013. The ex-dividend date is June 27, 2013.

Newalta's dividend reinvestment plan (DRIP) provides eligible shareholders with the opportunity to reinvest their quarterly dividends to acquire additional Newalta shares at a purchase price equal to 95 percent of the Average Market Price – as defined in the DRIP.

Newalta expects that the dividends will be eligible dividends for income tax purposes and thus qualify for the enhanced gross-up and tax credit regime for certain shareholders.

Akro-Mils names product development manager

■ Akro-Mils has named Mike Iafigliola new product development manager.

In his new position, Iafigliola will drive Akro-Mils' revenue growth through development, implementation and execution of new products and innovation initiatives.

Prior to joining Akro-Mils, Iafigliola was Commercialization and marketing project manager at MTD Products Inc., where he was responsible for developing and managing new products for the outdoor power equipment market.

He holds a bachelor's degree in marketing from Cleveland State University and a master's degree in business administration from Ashland University.

TransAxle LLC acquires Adelman's Truck Parts

■ TransAxle has acquired Adelman's Truck Parts of Cleveland, a regional remanufacturer of transmissions and differentials for half-ton and larger trucks.

"The addition of Cleveland to our existing network gives us a total of 23 branches. Our branch network will now span from Maine down through the Carolinas and as far west as Tennessee and Ohio. We will now be able to offer same or next day service as far west as Illinois. This new branch location will enhance our ability to serve local, regional or national customers with the full complement of TransAxle products. The entire Adelman's Cleveland staff will be joining the TransAxle family, so the customer relationships forged in the past will continue without interruption," stated David Olsen, CEO TransAxle LLC.

Krause moves equipment plant to San Diego

■ Krause Manufacturing, Bellingham, Washington, a division of the CP Group, will move equipment manufacturing to the CP Group World Headquarters in San Diego, California. Krause will retain offices in Bellingham.

CP made significant investments into their manufacturing plant in San Diego by moving locations at the end of 2012, increasing space from 50,000 sq.ft. to 120,000 sq.ft.

The move is scheduled to take place in July. Krause, established in 1963, is celebrating their 50th year of business this year.

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BUSINESS BRIEFS

Alcoa chooses president of global primary products

Alcoa revealed that Robert Wilt, currently chief operating officer of Alcoa's Global Primary Products (GPP) business, has been named president of Global Primary Products. Wilt will succeed Chris Ayers, who is leaving Alcoa to become president and chief executive officer of Wireco World Group.

In his new role, Wilt will have overall responsibility for the primary business that includes global aluminum smelters, refineries and mines throughout the U.S., Latin America, Australia, Iceland, Guinea, Europe and Canada. Wilt is a member of the Alcoa Executive Council, the senior leadership team that sets strategic direction for the company.

Wilt joined Alcoa in 1999 as superintendent at the company's U.S. metals operations in Alcoa, Tennessee. He became plant manager at Alcoa's Wenatchee, Washington, smelting facility in 2001, then served as vice president of energy development and vice president of operational excellence for GPP. He was named president of Alcoa's U.S. primary products business in 2009 and to his current position earlier this year.

Ayers joined Alcoa in February 2010 as chief operating officer of Alcoa cast, forged and extruded products. He was later named chief operating officer of Alcoa's primary business and became president of GPP in May 2011.

Nucor declares 161st consecutive cash dividend

The board of directors of Nucor Corporation declared the regular quarterly cash dividend of \$0.3675 per share on Nucor's common stock.

This cash dividend is payable on August 9, 2013 to stockholders of record on June 28, 2013, and is Nucor's 161st consecutive quarterly cash dividend.

BACE promotes Tom Fahrland to VP of sales

BACE, a manufacturer of heavy duty balers and compactors for use in the recycling and waste management industry, has promoted Tom Fahrland to the position, vice president of sales.

Fahrland joined BACE 3 years ago, bringing more than 40 years of experience distributing and selling recycling equipment.

Schweitzer chosen as marketing manager

KPI-JCI and Astec Mobile Screens named Melinda Schweitzer marketing manager.

Schweitzer, who has had 12 years of successful experience in the marketing field, most recently worked at Avera Sacred Heart Hospital in Yankton, South Dakota, as a physician recruitment director.

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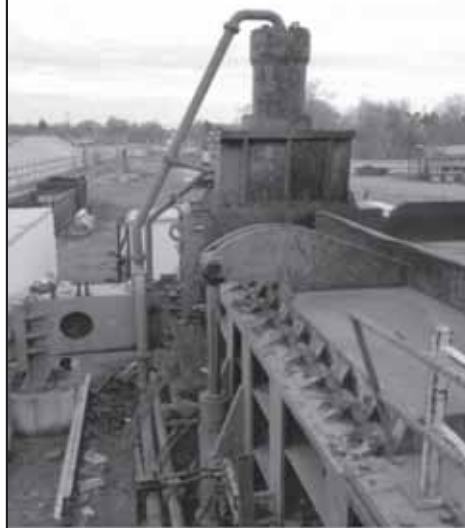


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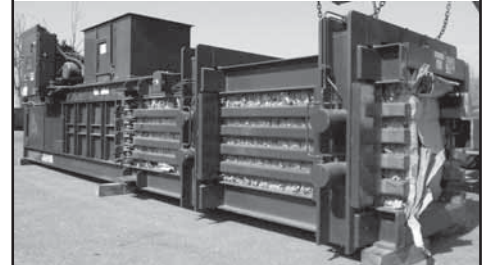


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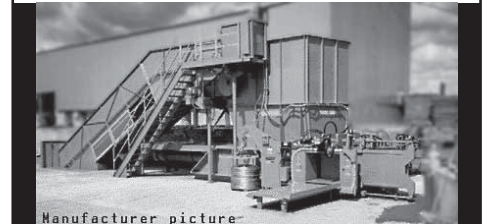


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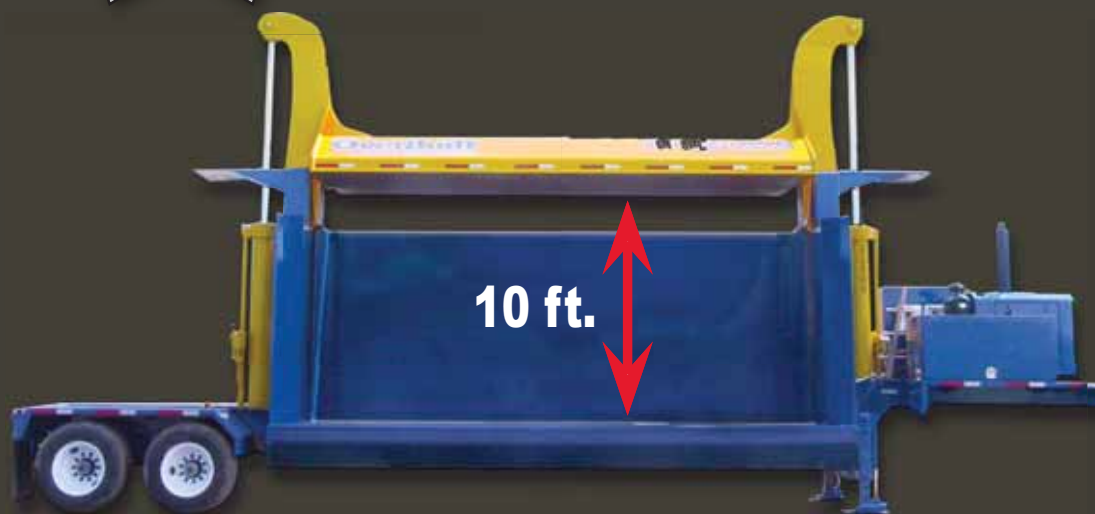
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Globalization impacts auto recycling

by MARK HENRICKS

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Today's car buyers may not realize that, whether imported or American made, automobiles typically contain parts sourced from many countries. American icons such as the Ford Explorer SUV contain 50 percent North American made parts, while the imported Kia Sorrento contains 53 percent North American-made parts.

Another fact people may not realize is that when vehicles reach the end of their useful lives, the scrapped auto parts may also be shipped across the globe.

Globalization of automobile recycling is well underway and accelerating, with hard-to-foresee effects on American car recyclers. In part, it is impelled by growth in new vehicle production. The world's car population passed 1 billion a few years ago and could reach 2.5 billion by mid-century. Last year, global manufacturers bolted together a record 60 million passenger cars.

Most growth, like most current production, will not be in the U.S. or traditional vehicle sources like Japan and Germany. In 2012 the U.S. produced just over 4 million passenger cars, according to the Organisation Internationale des



Globalization of automobile and scrap recycling is well underway, and even accelerating – spurred in part by burgeoning new vehicle production.

Constructeurs d'Automobiles (OICA), a global carmaker association, while China alone made over 15 million. In a dozen years, China is forecast to produce 25 million cars annually.

"You look at the Chinese and it's incredible what they are going to look

like even in 2025," said Michael E. Wilson, who as CEO of the Automotive Recyclers Association (ARA), a Manassas, Virginia-based trade group for American car recyclers, watches globalization closely.

Two major forces tied to expanding production drive globalization. First, growing carmakers have voracious appetites for recycled materials, particularly steel. Second, many countries are rapidly growing vehicle production without adequate provisions to recycle retired vehicles.

These influences are playing out already with one example being a deal signed last year by Insurance Auto Auctions (IAA), a big U.S. salvage auction company based in Westchester, Illinois, and Chenlong Recycling in Zhangjiagang, Jiangsu. The contract, under which IAA supplies Chenlong's buyer with lower-end vehicles that are partially crushed and shipped from the West Coast, is one of the first results of the lifting two years ago of China's long-standing ban on U.S. scrap car imports.

China isn't the only country active in vehicle recycling. IAA, for instance, estimates that 30 percent of its vehicles

are exported. Buyers come from more than 100 countries, and the auctioneer said it can assist them in 15 languages from English and Mandarin Chinese to Polish and Russian.

Governments of other nations are doing more than talking about recycling. Russia recently announced a new automotive recycling tax on domestic producers who don't provide for end of life recycling. Last year Mexico published a national plan for processing scrap vehicles. And India unveiled a new center to develop environmentally and economically sustainable ways to improve recycling of vehicles built by its fast-growing industry.

Right now, however, globalization spins on a Chinese axis. "IAA has taken an active interest in the China market because of the sheer size and rapid rate of growth within China," said John Kett, IAA president and chief financial officer. "The China market represents a significant opportunity to IAA because of their demand for used cars that are being acquired for scrap."

Recycling U.S. cars saves China energy, money and pollutants compared

See GLOBAL SCRAP, Page 7

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IAA estimates that 30 percent of its vehicles are exported. Buyers in more than 100 countries participate.

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A Letter from the Editor

Readers,

In the wake of Edward Snowden's leaks to the press regarding the National Security Agency's (NSA) practice of warrantless surveillance of American and foreign communications, some politicians have publicly called for him to be labeled a traitor.

If the politicians are to be believed, Snowden has compromised a vital security program that was responsible for thwarting some 80 or so potential terrorist attacks (if the latest testimony is accurate). They say that the surveillance is necessary, and for the greater public good – so necessary, in fact, that the FBI recently admitted to using drones to surveil on American soil. I say it's BS.

The government lauds, protects and even rewards whistleblowers who expose the illegal practices of their employers. So why, then, is Snowden being labeled a traitor for exposing what appears to be an illegal and grossly overreaching practice of his former employer?

The Obama administration has loudly and emphatically insisted that the NSA's secret monitoring program is somehow transparent and subject to checks and balances. I find this patently ridiculous.

Voters cannot hold legislators accountable for those actions of which we have no knowledge. The secret FISA court that oversees these surveillance programs is staffed by judges appointed by those unaccountable politicians. So where's the transparency? Where's the incentive for these individuals and agencies to abide by the law? There is no incentive, nor accountability, and so they've run roughshod over the rights of law-abiding American citizens.

Our federal government has swollen to gross proportions. The legislature has delegated rulemaking and enforcement responsibilities to so many different agencies that no one can monitor and oversee them all. This has led to enormous waste, and highly questionable practices such as those of the NSA.

I for one salute Snowden for his actions. He has shined light on an otherwise impenetrable bureaucracy, and allowed voters a glimpse of the beast beneath the shiny façade.

Feel free to write in and disagree with me, but make sure your email doesn't contain anything you wouldn't want the NSA to see.



Dave Fournier
Focus Section Editor
david@americanrecycler.com

Saudi Arabia goes to Detroit to introduce the "next automotive hub"

Saudi Arabia is the largest importer of cars and automotive parts in the Middle East and a gateway for distribution to the broader Middle East and North Africa (MENA) region. The U.S.-Saudi Arabian Business Council (USSABC) hosted a conference and luncheon program in June at The Townsend Hotel in Birmingham, outside of Detroit, to introduce OEMs, tier suppliers and aftermarket providers to opportunities for sales, technical tie-ups, joint venture and investment in the expanding Saudi auto market.

New vehicle sales in Saudi Arabia are booming. New passenger car sales in 2012 were more than 700,000 units, an increase of 18 percent over the previous year, according to a recent report by Business Monitor International. Driving this demand is a rising level of disposable income and a large youth population – two-thirds of the population is under 30 years of age.

Saudi Arabia's automobile accessories, repairs and after-sales service equipment market has been valued at more than \$2.5 billion while the Middle East spare parts and accessories trade is valued at around \$11 billion.

OEMs are also giving Saudi Arabia a new look. Isuzu began light truck assembly in the country in 2012 and

Jaguar/Land Rover (JLR) has signed a Letter of Intent to build a manufacturing plant that could be producing 50,000 vehicles per year by 2017. Among OEM suppliers, Johnson Controls and Denso already have active joint venture operations in the country.

The USSABC conference brought together Saudi government and industry leaders as well as U.S. corporations such as GM, Ford, Chrysler, Dow, Alcoa, ExxonMobil Chemical, Johnson Controls and others who are benefiting from the market now. Saudi dealers for Chrysler, GM, Ford and Toyota, as well as some of the country's leading auto parts importers are also members of the visiting Saudi delegation.

Edward Burton, CEO and president of the Business Council, said, "There are lots of opportunities for U.S. companies in the Saudi market and this program is just the beginning of what we expect will be a long term program of ongoing activity between Detroit and Saudi Arabia."

Saudi Arabia is positioning itself as a new automotive production and distribution hub for the MENA region and beyond. In addition to a package of incentives and infrastructure support, the country boasts a competitive advantage because of its extensive base of

companies providing manufacturing input materials for the auto industry. Saudi Arabia is home to Saudi Basic Industries Corporation (SABIC), a world leader in plastics technology that has one of the industry's broadest portfolios of material solutions for the automotive sector, including up to 60 percent of the plastics used in cars today. SABIC sits at the apex of a broad network of Saudi-based companies producing petrochemical-based products with offerings down the value chain.

Providing another important material input, Alcoa and their local joint venture partner, Saudi Arabian Mining Company, will operate one of the largest and lowest cost integrated aluminum facilities in the world. The \$10.8 billion joint venture comprises a bauxite mine, aluminum refinery, aluminum smelter and rolling mill.

Tata Motors' chairman Ratan Tata was quoted in an Indian car magazine as saying that one of the reasons his company is interested in setting up an operation in Saudi Arabia is to be near the Alcoa complex. JLR is one of the mainstream motoring brands that has adopted aluminum bodies in some of its road cars to help reduce vehicle weight.

KAR Auction reports first quarter 2013 results

KAR Auction Services, Inc. reported its first quarter financial results for the period ended March 31, 2013.

For the first quarter of 2013, the company reported revenue of \$557.6 million as compared with revenue of

\$506.9 million for the first quarter of 2012, an increase of 10 percent. Adjusted EBITDA for the quarter ended March 31, 2013 increased 1 percent to \$136.2 million, as compared with Adjusted EBITDA of \$134.9 million for the quarter ended March 31, 2012. Net income for the first quarter of 2013 increased 12 percent to \$29.1 million, or \$0.21 per diluted share, as compared with net income of \$26.0 million, or \$0.19 per diluted share, in the first quarter of 2012. Adjusted net income per share for the quarters ended March 31, 2013 and 2012 was \$0.31. Adjusted net income

for the first quarter 2013 excludes a \$6.4 million net loss (\$10.8 million pre-tax) due to costs incurred for processing vehicles damaged in Superstorm Sandy.

KAR's board of directors also declared a cash dividend of \$0.19 per share on the company's common stock. The dividend is payable on July 3, 2013, to stockholders of record as of the close of business on June 24, 2013.

In the first quarter of 2013, IAA incurred a non-recurring pre-tax net loss of \$10.8 million related to the processing of Superstorm Sandy vehicles. These losses are net of auction services revenue realized or to be realized upon the sale of the vehicles. The significantly higher tow costs incurred in order to respond to the requirements of customers, increased occupancy costs due to the leasing of temporary locations to process Superstorm Sandy vehicles and increased labor costs for the temporary work force brought into the New York and New Jersey area resulted in a net loss on the sale of the Superstorm Sandy vehicles. In addition, as a result of adverse weather conditions experienced in the United States and the volume of Sandy vehicles sold by IAA in the first quarter of 2013, the inventory of IAA's total loss vehicles has increased over 10 percent at March 31, 2013 compared to the prior year.

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Used-vehicle prices drop, but still above average

Prices for used cars and light trucks up to 8 years old declined 2.1 percent in May – the largest drop since last October, according to the NADA Used Car Guide.

In terms of U.S. dollars, the average trade-in price of used vehicles up to 8 years old slipped from \$15,320 last year to \$15,263 in May 2013 year-to-date, a modest drop of \$57.

“While prices this year have held up well, a growing supply of three year old vehicles is applying downward pressure on prices for late-model used vehicles,” said Jonathan Banks, executive automotive analyst for the NADA Used Car Guide.

Banks said the increase in used-vehicle supply, in part, is the result of more fleet and lease sales after 2009, the same time new-vehicle sales hit a 30-year low with fewer trade-ins.

“Some used-vehicle segments are feeling the squeeze of higher supply more than others,” he added.

NADA estimates that the late-model supply of midsize cars and compact and luxury utility vehicles has increased on average by 16 percent. By comparison, the late-model supply for the overall market has increased by eight percent.

Trade-in prices for midsize cars have depreciated by 2.8 percent over the first 5 months of the year, from an average of \$13,120 in January to \$12,749 in May, NADA said. Overall market prices have declined by 1.9 percent over the same 5 month period, while prices for full-size pickup trucks are up nearly 1 percent. Prices of used luxury cars and utility vehicles have fallen the most this year, down 3.3 percent on average.

“Despite the price declines in May, there is little evidence to suggest a substantive negative change in any of the major drivers underpinning overall used-vehicle price performance,” Banks said. “With gasoline prices holding steady and consumer sentiment at its highest level since 2007,



we’re expecting an above-average performance in June.”

Average trade-in values in June’s edition of the NADA Official Used Car Guide were reduced by a modest 1.3 percent. NADA expects that price depreciation for compact and midsize cars will be among the highest recorded in June with depreciation of midsize and luxury utility vehicles following closely behind. Price declines for full-size pickup trucks are expected to remain minimal for another month.

Just like the new-vehicle market (sales up seven percent in May YTD), used-vehicle demand is sup-

ported by favorable credit conditions, stable gasoline prices, rising consumer confidence and higher home prices, Banks added.

NADA’s seasonally-adjusted used-vehicle price index moved to 122.1 in May, which was a 0.6 percent improvement over April’s figure of 121.3. With a year-to-date loss of just 0.4 percent, the index’s 5 month average of 122.5 remains just slightly below 2012’s historical peak of 122.9.

The index is a seasonally adjusted measurement of the change in price for used vehicles up to eight years old.

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EQUIPMENT SPOTLIGHT

Fork Attachments

by **MARY M. COX**

maryc@americanrecycler.com

Choosing the correct fork attachment for your wheel loader can boost auto recycling productivity. A fork is comprised of two individual blades/tines and a rack. The length, shape and substance of the fork combine to determine the fitness of the fork. Understanding how the fork will be used in a given operation will help a user choose the most appropriate model.

The mission at C&C Machining is to stand out from the competition by achieving true excellence in both products and customer service. "We are an aggressive, family-owned company with a commitment to providing customers with top quality products in a timely, cost-efficient manner. Established in 1994, we've built our reputation by exceeding customer expectations on every job," said Brian Cowan, welding supervisor.

Cowan claims the firm's attention to customer satisfaction has led to C&C's growth. They are the exclusive manufacturer of Al-jon Fork Products, which are constructed from high quality materials that must pass stringent quality control guidelines before shipment. C&C's Scrap Buckets are designed to complement the Universal Engine Puller (UEP). "When used with the UEP, you never have to leave your

Approximate product dimensions are 7' x 6' x 2'.

C&C forks are constructed from high strength T-1 steel to provide maximum durability and lifespan. Tine length is 6' to 12' standard (but can be customized to any length) with tapered design and beveled tips for easy load separation. With knock out pins, changing attachments can be accomplished in minutes, at most. The fork package consists of a heavy duty weld with mounting plates to fit a particular loader or quick-attach mounting system. Standard back, low back, and high back profiling can be built to client specifications. C&C also offers replacement parts, and in most cases will have the following components in stock: pins, pincers for UEPs, tines and hydraulic cylinders.

Cowan commented, "In today's marketplace, good service isn't so easy to find. Service and quality are one and the same at C&C because we still remember what it is to service a customer and we stand behind what we sell. If a specialized application is needed, our helpful staff will work with you on designing something that will satisfy your needs."

Cascade Corporation operates several state-of-the-art facilities around the world, dedicated to producing forks for all load ratings, dimensions and lengths. In addition to standard class II, III and IV ITA and shaft forks, the company specializes in creating custom fork designs. Efficient production processes, low cycle times and advanced inventory control enable the plants to react quickly to short lead time orders and ensure that standard products are on hand at all times.

"We've been in business since 1943 and our staff is specialized in the production and distribution of forks. We possess the most knowledge in the industry, dedicated to finding the right solution for any requirement," stated Jason Clarke, manager, customer service/sales. Cascade forks are made from high quality steel, and are designed and tested to meet or exceed one million lift cycles. All Cascade manufacturing facilities are certified to



Cascade Corporation

current ISO quality and environmental standards. Their precise manufacturing process includes inspections critical to the safety of each fork. ANSI ITSD F B56.11.4-2005 requires that forks be checked every year. Forks showing 10 percent wear (20 percent reduction in capacity) must be replaced. Cascade developed a fork inspection safety kit complete with fork wear calipers, an inspection log to track inspection results, and an instruction guide to assist users in making sure their forks are safe and in compliance.

Clarke said, "Visit our website to see a video about the Cascade fork inspection kit. There are other videos available there as well, that highlight current trends in fork accessories, such as Cascade magnetic fork covers – DAGS, and slip resistant fork covers that can be installed in seconds, which also improve load stability. Cascade Ravas iForks save time and money by weighing loads as you move them, and work on virtually any lift truck."

SAS engineers fork attachments specifically designed for extreme applications in auto salvage and scrap recycling yards. "SAS Forks successfully move, without damage, thousands of cars and trucks in auction yards, every day. The attachments are preferred in severe duty applications where zero down time is required," commented Adam Lindley, sales.

Self-service and scrap metal yards use the SAS Scorpion engine puller to process end of life vehicles. The speed and strength of the Scorpion quickly separates metals prior to crushing/shredding and allows for maximum recovery from each vehicle. Not only does the fork pull engines and

See SPOTLIGHT, Page 5

Manufacturer List

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Chris Nichols
800-803-3365
www.aimattachments.com

Arrow Material Handling Products
Steve Paulsen
800-821-7563
www.amhattachments.com

Attachments International
Naomi Getz
218-863-6444
www.attachmentsintl.com

Bateman Manufacturing
Mark Vandenberg
705-487-5020
www.batemanmanufacturing.com

C&C Machining Inc.
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888-358-9669
www.candcmachining.net

Cascade Corporation
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Ferguson Trailer Sales
Craig Ferguson
507-932-5683
www.ferguson-trailersales.com

Pemberton, Inc.
Mike Duffy
800-393-6688
www.pembertoninc.com

Rockland Manufacturing
Bonnie Strayer
800-458-3773
www.rocklandmfg.com

SAS Forks
Adam Lindley
877-727-3675
www.sasforks.com

Solesbee's Equipment & Attachments
David Jenkins
770-949-9231
www.solesbeesequipment.com



SAS Forks

loader to attach or detach. Simply load the scrap bucket on your fork and retract the UEP engine pincers, which in turn will lock the scrap bucket in place. The fork pockets are on the inside so the fork bottom remains flat and it is easier to scoop up objects," explained Cowan.



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Ford cuts CO2 emissions 37 percent per vehicle

Ford Motor Company cut CO2 emissions at its global facilities by 37 percent per vehicle between 2000 and 2012 and plans for a 30 percent reduction from 2010 to 2025 by addressing everything from new products and technologies to manufacturing processes.

Already, total CO2 emissions at Ford's global facilities have dropped by 4.65 million metric tons, or 47 percent since 2000. Ford also delivered on its commitment to reduce U.S. facility emissions by 10 percent per vehicle produced between 2002 and 2012, as part of an Alliance of Automobile Manufacturers program. And vehicle tailpipe emissions on a per vehicle basis have dropped 16 percent since 2007 as new vehicles such as Ford C-MAX Energi plug-in hybrid have become available.

Ford has even bigger plans to reduce CO2 – one of several priorities outlined in its "Blueprint for Sustainability: Our Journey Continues." Other subjects in the voluntary report range from reduced water use and energy consumption to cutting the amount of waste-to-landfill at Ford facilities around the world.

Ford issued its first voluntary sustainability report in 1999 as a way to summarize and report on the company's initiatives regarding social, economic and environmental issues.

In the early 2000s, Ford's Climate Change Task Force identified a need to

address shifting market trends and government regulations – among many other factors – with regard to reducing CO2 emissions.

Ford has developed products and technologies along with processes at its facilities and plans to meet its own targets while also doing its part to help keep CO2 levels in the earth's atmosphere at or below 450 parts per million – a goal many scientists, businesses and governmental agencies say must be met to avoid the most serious effects on climate change.

At its facilities, Ford is expanding its 3 wet paint capacity by 50 percent this year – adding the environmentally friendly process to 4 more plants on 3 continents. Increased use of this process, which streamlines the painting process, is expected to reduce CO2 emissions by up to 25 percent where used.

In the last eight years, company scientists have developed the Ford CO2 Model – a business planning tool that takes into consideration data and regulations from, among others, the International Energy Agency, National Center for Atmospheric Research, U.S. Environmental Protection Agency and the National Highway Traffic Safety Administration. Ford also worked with researchers at Chalmers University in Gothenburg, Sweden and from companies such as BP in the process of developing the CO2 Model.

Nissan donates \$150,000 for technical training scholarships

Nissan's support of technical education through the Universal Technical Institute (UTI) Foundation has provided grants to more than 100 students over the last 5 years. This year's \$150,000 gift brings the auto company's total charitable giving to the UTI Foundation to \$800,000.

Through its donations, the company established the Nissan Automotive Technical Training (NATT) scholarship. Each scholarship is worth \$5,000 and covers

tuition costs for the 9 week NATT program. Since introducing the NATT scholarship in 2009, the program has awarded 101 grants to deserving students.

UTI is a provider of technical education for individuals pursuing careers as professional automotive, collision repair, diesel, marine or motorcycle technicians. Students who truly understand and exhibit the traits necessary to have a successful career with Nissan/Infiniti dealers are chosen for the NATT program.

Spotlight

■Continued from Page 4

transmissions, it removes wire harnesses, copper, aluminum and other precious metals, adding value to the purchase price of the scrap vehicle.

SAS crushing and car body forks move and place cars quickly and accurately as well as load and unload haulers with single to multiple car loads. Lindley said the SAS 15' fork can move cars and trucks without damage in auction, late model and self-service yards making the product the most highly sought after forks on the market.

SAS was started in 1972 as a late model auto salvage yard and evolved into an attachment manufacturer. "We began with our 15' forks, and next came the car body and crushing forks, and then the hydraulically-operated engine pullers and our grapple products. Now,



C&C Machining Inc.

we also offer our Extreme Auto Processor excavator. SAS works to stay ahead of the needs of the industry. Our products are designed to be a direct fit for the equipment required, with minimal setup and assembly needed for the customer. We intend to keep pace with industry requirements by continuing to invent the products needed to make jobs go faster and easier," stated Lindley.



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A Closer Look

by Donna Currie

Dixie Salvage, LLC

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Scott Ambrose worked in the parts business – starting with new parts and working his way to used parts over time – for most of his working career.

When he was a youngster, Ambrose said he was “always tinkering with cars” and “fell into the parts end of it.” When he was in high school, he started washing cars at a local car dealership and worked his way up to parts manager.

Sometime later, he spent 10 years working for Dixie Salvage. The owner of Dixie at that time said that if he ever decided to sell the business, he would offer it to Ambrose first. Before that happened, Ambrose had moved on to another company. About eight years ago he was offered the opportunity to buy Dixie Salvage, as promised. So he bought it.

The majority of the cars that come into Dixie Salvage’s 32-acre yard come from auto auctions. Some are purchased because Ambrose knows the parts will sell, while some are purchased strictly for the scrap value.

Ambrose said that about 90 percent of the cars and trucks that come in get processed for parts. They start in a holding area, and then move to a dismantling area where the drive train is checked and removed, fluids are drained and gas tanks are removed. The fast-selling parts are removed immediately, while other parts are removed as needed.

Dixie Salvage is the only full-service yard in a five-county area, according to Ambrose. It’s more work, but it sets him apart from the competition. Since the yard is about 50 miles from the closest large city, Ambrose needs to travel a little further than some of his competitors to deliver to customers. He currently delivers used parts within a 100-mile radius which covers customers in several large cities.

Ambrose has a route set up that covers his regular customers. He delivers only to commercial accounts like body shops and car repair shops, but he sells parts to individuals who come to his yard.

He said that while the distance from the large population centers is a bit of a disadvantage, the location also has advantages. For one thing, it’s close to where Ambrose grew up, so he knows many people in the area. Also, Dixie Salvage has been in business for quite a long time and is well known. It’s also located close to the highway for easy access.

In the years he has been in the business, he has seen a lot of changes, both with the vehicles, and with the business. “You have to be a lot sharper,” he said. In the beginning, the competition used to be the new-parts manufacturers, but now the internet makes it easy for anyone to buy parts from anywhere.

He said that there is “a lot of interest in data consolidation in the used parts business.” Online sites collect parts information from a large number of sellers. Insurance adjusters use that information when writing repair estimates, and often they specify where the used parts should be purchased from.

“The internet is a double-edged sword,” he said. It makes it easier to sell parts to distant customers, but it also means that everyone can see everyone else’s inventory. “It’s important to keep the inventory updated and to have pricing correct,” he said.

Ambrose said that the biggest problem in the industry is that exporters show up at auctions and bid against local dealers. This drives the price up, and also takes the cars out of the country. “Exporters spend no money in this country,” he said, “They never produce income here.”

Local buyers, on the other hand, are paying taxes, supporting employees, buying groceries and paying utility bills to support the local economy.

Since laws are different overseas, vehicles that would be considered totaled in the U.S. could be repaired and put back on the road in other countries, so the exporters can pay more for those cars, making it difficult for local buyers to compete.

But it’s not just the exporters that are putting totaled cars back on the street. Ambrose said that laws are not consistent among states, so there are some out-of-state bidders who come to Florida to buy cars with the intention of repairing them instead of parting them out.

Ambrose hopes that laws will be changed to make the rules consistent in all 50 states. “When a car is totaled, it shouldn’t go back on the road,” he said.

The local salvage yards are also competition, bidding for popular cars, or those with known problems that would require replacement parts. “Everyone knows which cars are popular,” Ambrose said,

Even with all the changes and challenges through the years, he still enjoys what he does, and the fact that auto recycling was one of the first “green” businesses. But more than anything else, he’s proud that his business is one that always saves his customers money.

After a lifetime in the business, Ambrose said, “I’ve worked for the big guys and the small guys,” he said. “I learned a lot and tried to bring the best to my business.”

EPA voids import certificates of 70,000 recreational vehicles

The U.S. Environmental Protection Agency (EPA) is withdrawing approval of the import and sale of up to 74,000 gas-powered on and off-road motorcycles and all-terrain vehicles from China. The agency believes that it received either incomplete or falsified certification information.

EPA issued the vehicle certificates from 2006 to 2012 to two companies which operate as Snyder Technology, Inc. and Snyder Computer Systems, Inc. (doing business as Wildfire Motors Corporation). As a result of a lengthy investigation, the agency believes that the applications for the certificates contained misleading information and must be voided.

All vehicles imported into or manufactured in the United States are required to have certificates of conformity. Manufacturers or importers must submit an application to EPA that describes the vehicle and its emission control system. It must also provide emissions data demonstrating that the vehicle will meet federal emission standards for certain pollutants, including oxides of nitrogen

(NOx), carbon monoxide (CO), and total hydrocarbons (HC)—all of which can harm public health and the environment. These pollutants can contribute to soot (fine particles) and smog (ground-level ozone), which are associated with asthma and heart attacks, increased emergency room visits and premature death.

In the cases of Snyder and Wildfire, EPA believes the manufacturers failed to accurately test the emissions from their own products, all of which were imported from China. Without proper emission controls, these vehicles can emit substantially more pollution than allowable under Clean Air Act standards.

This action impacts the companies that manufactured and imported these vehicles. A consumer who owns a model that was covered by these voided certificates is not responsible for these companies’ wrongdoing and can continue to use the vehicle.

For additional information, view this article on www.AmericanRecycler.com.

KAR Auction Services adds to management team

KAR Auction Services, Inc. promoted Peter Kelly to the position of chief technology officer and Lisa Price to the position of executive vice president of human resources for KAR Auction Services. Both Kelly and Price will report directly to KAR chief executive officer Jim Hallett.

Kelly most recently served as president and chief executive officer of Openlane, which KAR acquired in late 2011. Price served as vice president of litigation and employment counsel for KAR and all of the company’s business units.

Kelly, who co-founded Openlane in 1999, grew the company from concept stage to an industry-leading online automotive auction operation. During this time, he held several executive positions in finance, operations, management and customer relations. Kelly next oversaw a successful tech-

nology integration that involved migrating all of Adesa’s online business to the Openlane technology platform.

In his new role, Kelly will define and implement best technology practices across all business units, identify and offer insight on appropriate technology-related investments, and track technology standards, industry trends and emerging technologies. A major part of his focus will be the online strategy and execution for Adesa, including Openlane and its customers.

In her new role, Price will oversee all of the human resources’ functions for KAR and all its subsidiaries. A key focus for Price will be to bring human resources, payroll and compensation departments enterprise-wide into alignment with KAR’s strategic and operational goals and objectives.

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Volkswagen's LEED Platinum plant earns Grand Award

SSOE Group, a global engineering, procurement and construction management firm, along with their client Volkswagen Group of America, has received one of eight Grand Awards for Engineering Excellence at the 47th Annual Engineering Excellence Awards – a national juried competition sponsored by the American Council of Engineering Companies (ACEC).

A distinguished panel of 25 to 30 judges representing industry, government, academia and media gather for 3 days each year to critique and rank the submissions for engineering excellence. Projects throughout the world are rated on the basis of uniqueness and innovative applications; future value to the engineering profession; perception by the public; social, economic and sustainable development considerations; complexity; and successful fulfillment of client/owner's needs, including schedule and budget. The panel then selects 24 top award winners

– 16 Honor Awards and 8 Grand Awards.

In 2008, Volkswagen Group of America (VW) made a commitment to establish a manufacturing presence in North America. Volkswagen also assumed special responsibility for the environment and vowed to become an environmental steward.

Their commitment to the environment was addressed at every level of the project, from design through construction, and was successfully implemented with the help of SSOE. Volkswagen called upon SSOE to perform the architecture (including interior design), engineering (mechanical, electrical, structural, civil), and construction management for this \$1 billion-plus production facility which produces the Passat. SSOE also performed the role of Project Team Administrator and Design Lead for all Leadership in Energy and Environmental Design (LEED) credits.

This facility became the first and only LEED® Platinum automotive manufacturing plant in the world, the first LEED platinum industrial campus in the U.S. and the largest platinum project in the U.S. (based on building area). The Platinum certification is the highest designation possible from the U.S. Green Building Council's LEED green building certification program.

The VW assembly plant was built on a 1,350 acre brownfield site and includes conventional steel framed buildings with concrete columns, steel floor/roof structures, metal wall panels and a single-ply membrane roof. The plant has a planned capacity for 150,000 U.S. Passat vehicles annually. The primary manufacturing operations include weld, paint and assembly. Other facilities on this site include outbound logistics, an extensive training center, media (utility) center, office with full service kitchen, technical center, tank farm, arrival building, recy-

cling center, fitness center, health center and a fire station.

Throughout the project, SSOE utilized many methods to reduce environmental impact which ultimately supported the Platinum certification. This building, as designed, will be able to save 42 percent of energy consumed from both the manufacturing process and building facilities.

The facility also uses rain water to reduce water usage by 653,000 gallons per year. In addition, a white roof with a high albedo was utilized throughout all buildings in order to minimize the heat island effect. SSOE used roller compacted concrete in lieu of asphalt in many areas which also serves to minimize the heat island effect.

For additional information,
view this article on
www.AmericanRecycler.com.

Global scrap

■Continued from Page 1

to producing new steel from imported ore. "China has a huge appetite for steel," Kett said. "Processing scrap automobiles can be done inexpensively (by comparison) and helps China to reduce emissions while feeding their demand for steel and other metals."

Currently, Wilson estimates that 1 million salvage vehicles leave the U.S. annually. This creates a relative shortage, especially in California, from which the IAA exports to China have been leaving, he said. Recyclers there have faced decreases of 20 percent to 25 percent in vehicle availability, he said.

However, globalization also represents opportunity for American recyclers. IAA, for instance, has found a way to benefit by supplying China with cars that will be partially crushed and then, most likely, have parts removed for re-use and in some cases shipment back to the U.S. And most countries have great need for American recycling technology, equipment and know-how, Wilson said.

In countries like China, India and Brazil, where vehicle manufacturing has grown very rapidly in the last 20 years, millions of cars will soon be coming off the roads, with very little existing recycling industry. "They have to have a structure in place and those are underdeveloped internationally," Wilson said. "You hardly have any infrastructure in China. So they're building that up."

Members of the U.S. auto recycling industry are participating in the global build-up. The Washington-based Institute of Scrap Recycling Industries recently said domestic scrap equipment manufacturers already get 15 percent of revenues from exports. That is forecast to grow at 7 percent a year through 2015, the group said.

In some areas the U.S. is far ahead of most countries, including those with relatively well-developed recycling, particularly in re-use of parts, Wilson said. Nearly 14 percent of the U.S. market for

collision-repair parts consists of used parts, he said, compared to about 5 percent in Australia and only about 1 percent in the United Kingdom.

"Reuse is a higher form of recycling, because you're saving all the energy by not having to reproduce the part," he noted. "So there are greater opportunities there."

However, what works in America may not always be suitable elsewhere. For instance, in India most motor vehicles are two-wheeled, while most U.S. vehicles have four wheels. In India manual labor is cheap, again, unlike the U.S. So the Indian focus on recycling is on

two-wheeled vehicles and using as much labor as possible.

These topics will undoubtedly be discussed November 6-9 at the ARA's 70th annual convention in Phoenix, and again at the sixth International Roundtable on Automotive Recycling November 10-12, also in Phoenix. In an example of how far-flung U.S. automobile recyclers' concerns have become, one subject will likely be the Panama Canal's expansion. That project, to be completed in 2015, will let much larger ships pass from the Pacific to eastern U.S. ports.

When that happens, huge container ships will be able to dock at ports

like Baltimore, Norfolk and Miami, ready to load up U.S. scrap vehicles for export. Wilson said, "Then some of the things the Chinese are doing on the West coast will start to bleed over and affect a lot of our East Coast recyclers."

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Events Calendar

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

November 6th-9th

ARA 70th Annual Convention & Expo. Sheraton Downtown & Convention Center, Phoenix, Arizona.

888-385-1005 • www.a-r-a.org

November 7th-8th

The 6th Asphalt Shingle Recycling Forum. Westin Denver Downtown, Denver.

630-585-7530 • www.shinglerecycling.org

November 20th-21st

Canadian Waste & Recycling Expo. Palais des Congres de Montreal, Montreal, QC, Canada.

770-984-8016 • www.canadian-waste-recycling-expo-us.messefrankfurt.com

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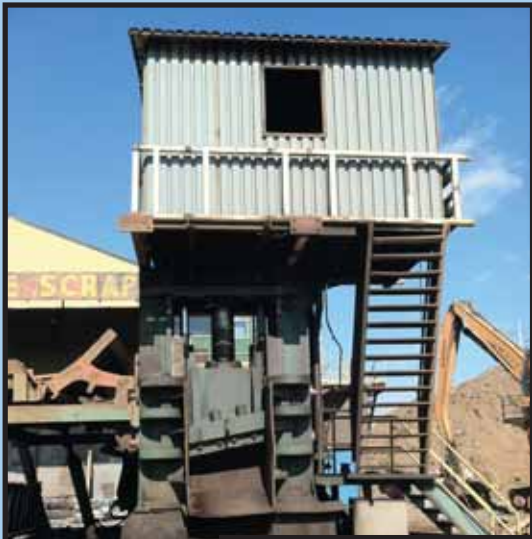
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