



# American Recycler

NewsVoice of Salvage, Waste and Recycling

AmericanRecycler.com

## Federal law demands more ethanol – not from corn

The federal government's timetable for cellulosic ethanol calls for more than 15,900 percent increase in production by 2022.

"While environmentalists are focusing on cut backs in greenhouse emissions, investors need to keep an eye on these federally mandated increases," said Andy Obermueller, chief investment strategist for Government-Driven Investing.



—Obermueller

Investors tend to dismiss ethanol because they think they've heard the story. They focus on corn-based ethanol. Obermueller says that's a mistake. He advises investors to focus instead on cellulosic ethanol, an advanced biofuel derived from an organic compound found in all plant life.

They need look no further than existing energy law.

"Most investors look for stocks in the Wall Street Journal," Obermueller said. "I look in the Federal Register."

See ETHANOL, Page 3

## Value in auto shredder residue

by MIKE BRESLIN

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There's significant value to be found from auto shredder residue (ASR), if a new plastics recycling operation in Fond du Lac, Wisconsin proves to be the model for profitable recovery. And, it appears this venture has the partners and the technology to make it happen. EnviroPlastics Group, a subsidiary of Plastics Conversion Technologies headquartered in Spokane, Washington and Plas2Fuel Corporation, based in Kelso, Washington are teaming up to merge dedicated ASR sorting and cleaning with a chemical process that recycles plastics not suitable for resin markets into synthetic crude oil.

Raw ASR or shredder "fluff" presents growing problems for landfills because it contains contaminants at a time when environmental regulations are getting tighter. The prime concerns are metals like lead, copper, zinc and cadmium, petroleum hydrocarbons, volatile and semi-volatile organic compounds.

California, for example, has pending legislation (SB 524) to establish an auto shredder residue working group by February, 2010 to review and evaluate the practice of using ASR as alternative daily landfill cover to determine



Bassam Jody, group leader of the energy systems division at the Argonne National Laboratory, displays plastics recovered from shredder residue by the Argonne Separation process and successfully tested for making auto parts.

if it poses a threat to human health and the environment. Meanwhile, Rick Brasch, legislative director of the California Department of Toxic Substances told us, "Since the 1980s ASR has been permitted for alternative daily cover, but now we are reevaluating the constituents of ASR to determine if the current

operating conditions adequately protect public health and environment." Brasch went on to say that his department wants to work with the industry to see how to best control the risks and whether the current operating conditions do that or not."

Yet, ASR consists of potentially valuable commodities –

primarily plastics and non-ferrous metals. If these materials can be liberated into clean commodity streams for the resin and non-ferrous markets, and if the leftover plastics can be converted into fuels, it could be a successful model to profitably recycle ASR and help solve landfill problems.

See RESIDUE, Page 4

## Seattle reaches new city record for recycling

Seattle Mayor Greg Nickels announced that Seattle set a new city record for recycling in 2008, with 50 percent of the city's residential, commercial and self-haul waste being recycled instead of going to the landfill. This is up 1.8 percentage points from 2007, and marks the fifth straight year of increased recycling for the city of Seattle.

"The credit for this milestone really belongs to everyone in Seattle for taking small,

simple steps every day," said Nickels. "People have taken recycling to heart. It's part of our values, and what makes Seattle a great place."

The city of Seattle's diversion rate dipped to 38.2 percent in 2003, prompting Nickels to push the city's goal to divert 60 percent of its waste through recycling and composting by 2012. The recycling rate has climbed steadily each year as the city greatly expanded its solid

See SEATTLE, Page 3

### Remanufactured auto parts: A good business gets better



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# TOMRA Pacific opens recycling center in San Francisco

Tomra Pacific Inc., a unit of Tomra of North America, a provider of advanced recycling solutions, opened a new, user-friendly Tomra Recycling Center in San Francisco's Bayshore Corridor.

The recycling center, which opened July 18, will serve the city's largely unmet demand for consumer recycling facilities for the redemption of plastic, glass and aluminum CRV beverage containers.

"Citywide, San Francisco has only 15 locations where consumers can recycle their beverage containers, down from 35 locations just three years ago. For a city with a population of over 800,000, there is large unmet demand for facilities," said Frank Canelo, Tomra Pacific's operations manager for the Bay Area. "The new Tomra Recycling Center offers convenient drive-through service, as well as self-service 'reverse vending' machines, in a clean, friendly environ-

ment, capable of handling large amounts of container returns quickly and accurately."

The center has the capacity to handle 5,000,000 containers on a monthly basis, which puts it among the largest centers in San Francisco. Located at 195 Bay Shore Boulevard, next to BevMo!, the Tomra Recycling Center will provide consumers with the opportunity to redeem empty beverage containers seven days a week.

Consumers will have two ways of returning containers to the center:

- Drive-through weighing service – offers a convenient way of processing large and small amounts of CRV containers for redemption.

- Self-service reverse vending machines – allows consumers to use an automated machine to count as many CRV containers as they would like to insert.

## Precision engineered recycling solutions



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When it comes to beverage container recycling, San Francisco is a very underserved community. In the last 3 years, the number of recycling centers has dropped to 15 from 35.

San Francisco has lost many recycling centers as a result of several grocery stores moving out of the city, resulting in the closure of drop-off centers located on their properties. Zoning restrictions have made it difficult for modern, new centers to set up.

## SWACO Green Energy Center wins award

The Solid Waste Authority of Central Ohio's (SWACO) Green Energy Center has received the "Innovation Award of Excellence" from The Solid Waste Association of North America (SWANA).

The Green Energy Center turns landfill methane from decomposing trash into vehicle fuel (Compressed Natural Gas). The Center also is designed to power itself via a 250 kw micro-turbine which uses the clean natural gas generated by the process.

Earlier this year, The Green Energy Center was honored as a "project of the year" by the EPA's Landfill Methane Outreach Program. It also received a 2009 Clean Air Award from the Mid Ohio Regional Planning Commission.

The completed phase one of SWACO's has the capacity to produce 250,000 gasoline gallon equivalents (GGE) of compressed natural gas (CNG) annually using just 8 percent of the methane from SWACO's Franklin County landfill. Phase two, when completed, will have the annual capacity of 5-to-7-million gasoline gallon equivalents.

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## Waste Management of Oregon opens ultra-green location

Waste Management of Oregon christened an expansive and ultra-green recycling center that will dramatically increase recycling and reduce landfill waste across Washington County.

The recycling center will accept construction and demolition castoffs that, in the past, have ended up in landfills. It will collect, sort and reclaim these materials – concrete, asphalt, wood, and metals – for use in new ways.

The 65,000-square-foot facility is central to Waste Management's efforts to help local and regional governments achieve aggressive new sustainability goals.

This process will result in important energy savings and greenhouse gas reductions as more materials are re-purposed.

Waste Management's new recycling center will also deliver significant energy savings and environmental benefits resulting from its innovative and sustainable features.

Designed and constructed to meet rigorous sustainability standards known as LEED (Leadership in Energy and Environmental Design), the center looks

and operates differently than traditional recycling centers.

Most distinctive is the massive translucent roof that allows for natural lighting and reduces energy consumption. The roof includes a system to harvest rainwater and store it for later use on site. There is also a powerful ventilation system that circulates fresh air through the facility every 10 minutes.

The new facility is a \$10 million investment for Waste Management. The project involved 100 construction jobs and has resulted in 20 permanent jobs.

The new facility is near Hillsboro, where Waste Management also operates a landfill and manages more than 100 acres of certified wildlife habitat and wetlands. The site is home to 100 bird species and mammals, including great blue heron, deer, beaver, and rabbits.

The landfill is permitted to accept primarily construction and demolition debris. It does not accept household garbage or hazardous waste.

The new recycling center opened for commercial and residential use on July 1.

## Seattle

Continued from Page 1

waste programs, taking steps such as offering food and yard waste collection to all businesses and residents, and free recycling for small businesses, as well as prohibiting recyclables in the garbage.

In 2008, Seattle's single-family residents diverted 65.4 percent of their waste through recycling and composting, up from 64.8 percent in 2007. Multifamily residents recycled 28.3 of their waste, up from 27.6 the previous year. Commercial recycling climbed 2.2 percentage points, to 54.7 percent in 2008. And 18.4 percent of waste dropped off at the city's two recycling and disposal stations was diverted to recycling or compost in 2008. The figures are based on an annual waste audit conducted by Seattle Public Utilities. With increased recycling and less solid waste generated last year, Seattle reduced the amount of garbage shipped to a landfill in Arlington, Oregon, by 40,000 tons.

Seattle's recycling rate is expected to continue increasing, in part because the city launched new residential services in March, including:

- More paper, plastic and metal can be recycled, including all rigid plastic food containers, plastic plant pots, large lids,

and aluminum foil and foil trays, as well as plastic and paper cups.

- All recycling goes into one recycling cart – no more separating glass bottles and jars.

- Weekly food and yard waste collection. All food scraps, including meat, fish and dairy, can go in food and yard waste carts.

- Electronics, used motor oil and bulky items can now be collected using special services.

Upgrades to Seattle's recycling facility now allow more recyclables to be made into new, useful products. Food and yard waste is delivered to a high-tech facility where an advanced process breaks down harmful bacteria and chemicals, and turns the waste into compost for local parks and gardens.

The national recycling average is 32.1 percent. While each city calculates its diversion rates differently, Seattle, San Francisco and Portland are among the leaders in municipal recycling. Seattle's rate includes recycling set out for collection by businesses and residents, materials hauled to the city's recycling and disposal stations and on-site composting. Some other cities include private recycling of construction, demolition and hazardous materials.

## Ethanol

Continued from Page 1

As an example, Obermueller cites the 2007 Energy Security and Independence Act. It calls for 100 million gallons of cellulosic ethanol in 2010 and 16 billion gallons by 2022, an over 15,900 percent increase.

Obermueller thinks companies that own significant cellulosic ethanol technology will see similar gains in their stock prices. There aren't many.

"Lots of companies have a stake in traditional corn-based ethanol," Ober-

mueller said. "But there's only one pure-play in cellulose and that's Verenium." The company developed the enzymes that can turn cellulose into ethanol.

In 1995, Verenium was granted a license to commercialize cellulosic ethanol technology that had been developed at the University of Florida and other academic institutions. It's been hard at work ever since, spending millions of dollars to hone the process. It also has built two demonstration-scale plants in the United States and a third in Japan.

## EPA awards Georgia DCA for recycling hub program

The United States Environmental Protection Agency (EPA) awarded the Georgia Department of Community Affairs (DCA) Office of Environmental Management the "2009 Resource Conservation Challenge National Achievement Award." The award recognizes DCA's innovative statewide recycling infrastructure initiative, known as the Georgia Regional Recycling Transfer Hub Program.

DCA was selected and applauded for its Recycling Hub infrastructure that is facilitating cost-effective single-stream recycling collection in rural parts of the state.

"EPA nominated DCA for this prestigious award for two reasons. The Hub concept is the first of its kind in the nation, with the ability to be replicated nationwide. Second, the very concept allows for 'economies of scale' to provide cost-effective access to recycling for all citizens, whether they live in an urban or rural community," said acting regional administrator Stanley A. Meiburg.

Implementation of the regional Hubs offers residential recycling collection to communities in which no previous recycling programs existed, adding even greater convenience for residents

and further decreasing the amount of valuable materials wasted every day in Georgia.

"Approximately 170 Georgia cities will now have access to central recycling collection facilities. These facilities will provide much-needed infrastructure to collect and transport recyclable materials, making local programs more cost-effective and ultimately more sustainable," added Randy Hartmann, director of the Office of Environmental Management for DCA, who was on hand to accept the award. "Efficient collection, sorting, processing and shipping of recyclables within the state keep programs viable and keep materials in Georgia, and these materials go directly back to Georgia's industries."

The award also recognizes DCA's focus on partnerships as a fundamental component of the Hub program. Private partnerships with the Curbside Value Partnership (CVP), Pratt Industries and SP Recycling support DCA's efforts to increase participation in residential curbside recycling programs and to measure the growth of the Hub program.

For links and additional information about Georgia's recycling efforts, view this article on [www.AmericanRecycler.com](http://www.AmericanRecycler.com).

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# Auto residue

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The partners in the Fond du Lac project envision a network of scalable ASR recycling plants close to auto shredding operations to access feedstock and minimize transportation costs. If successful, these plants could save shredders on trucking costs and tipping fees and create a boom in ASR recycling.

No one seems to have an accurate measure of ASR volume generated by roughly 250 United States auto shredding operations. "As far as we know there are 250 to 270 auto shredders in the United States and a total of about 650 to 700 worldwide," said Rusty Manning, director of new equipment sales for Riverside Engineering, an auto shredder manufacturer. Industry experts agree that the number of vehicles being shredded today is dramatically down due to the economy and the drop in metal prices.

A study released in April by the Paul Scherer Institute in Switzerland calculated the composition of ASR at 60 percent plastics, 15 percent minerals (glasses and sand), 10 percent textiles, leather and wood; 10 percent paint dust and rust, and 5 percent residual metals. If these figures are correct, there is approximately three million tons of plastic feedstock annually waiting to be monetized. Of course, ASR composition varies from shredder to shredder depending on the types of vehicles ingested, but with the right technology ASR holds the promise of yielding constant flows of non-ferrous metals and plastics. Profitably liberating these large potential streams is the Holy Grail for many entrepreneurs.

EnviroPlastics Group plans to build large-scale, plastic recycling operations near automotive shredder locations nationwide, the first being a 84,000 sq. ft. facility in Fond du Lac's Southwest Industrial Park, on a 12.2 acre site. Now in the design phase, the company expects to break ground in October. The site is close to one of its strategic partners, Sadoff & Rudoy Industries, which has an auto shredder in Fond du Lac. Sadoff & Rudoy is a major Midwest processor of scrap metal with six

operations in Wisconsin and one in Nebraska.

In addition, EnviroPlastics hopes to draw ASR feedstock from others in the region since their plants are designed to handle 100,000 tons of ASR per year. The plant will take raw ASR as it comes out of the shredder. It goes through ferrous and non-ferrous separation and plastics are resized into one-half inch pieces. "On the conservative side we will recover about 25 percent out of the ASR. From that, approximately 40 percent will go to oil production and the balance to the resin market," said Gary De Laurentiis, founder and COO of EnviroPlastics.

The Fond du Lac plant will house both EnviroPlastics proprietary sorting and cleaning technology as well as the Plas2Fuels' chemical process that converts mixed waste plastics into synthetic crude oil and other petrochemical products.

Plas2Fuel has proven the efficacy of its technology at its demonstration plant in Oregon that was recently approved for full scale production by the Oregon Department of Environmental Quality. While operating at 25 percent capacity during the demo phase, the plant produced 10,000 gallons of synthetic crude oil per month from waste agricultural plastics such as nursery pots, barrels and silage bags. This crude oil is sold to a nearby refinery where it is made into ultra low sulfur diesel, gasoline, jet fuel and other petrochemicals. "We looked at three different chemical processes, but Plas2Fuel was the only one that had a plant up and running and is actually selling oil," said De Laurentiis.

"Most oil coming out of the ground contains sediment and water, so perhaps only 87 percent of the barrel is useable for high value products, the rest is sludge," said Brent Bostwick, Plas2Fuels' vice president of business development. "Our product has virtually zero sludge or sulfur, so the entire barrel is useable for high value products."

Now that Plas2Fuel is reaching full capacity in Oregon, Bostwick stated that when all costs of manufacturing are accounted, the company produces synthetic crude from mixed plastics for \$42 a barrel. With crude oil prices approaching \$70 a barrel and predicted to go higher, that is an extremely healthy profit outlook.

Plas2Fuel's chemistry would not be practical for ASR without EnviroPlastics' proprietary micro-segregation system and their patent pending cleaning process that was developed over the past year at a pilot plant in Pittsburgh. "The automated separation component is not rocket science, but the cleaning component is critical," De Laurentiis emphasized. This technology removes contaminants from plastics using a single step process that employs a combination of two liquefied gases under pressure. "As far as we know, we are the first process that is actually able to capture all of the contaminants for proper disposal," De Laurentiis added.

Shredder residue is separated into two streams, plastics and waste. The mechanical separation process was developed with EnviroPlastics' strategic partner and shareholder, Central Manufacturing. "The separation technology exists. We just had to be creative and mix and match it to our needs," said De Laurentiis.

Once cleaned, the plastic is separated into three streams (PP/PE, ABS/HIPS and

mixed plastics) using 'sink float' technology. The separated streams are sent through a metal detector and packaged for sale, or sent bulk to make oil.

"Autos contain anywhere from 350 to 500 pounds of plastic per car, so we had worked with a large auto shredder in the Pacific Northwest and found that in its present form it is too dirty and commingled to extract an economically viable hydrocarbon stream. While we were searching for a way to get at that plastic we became acquainted with EnviroPlastics and their technology. Their technology is incredible - very impressive," said Bostwick. "Our process is indiscriminate. We take plastic types one through seven (PETE, HDPE, V, LDPE, PP, PS and other). We don't care if it is dirty," said Bostwick of Plas2Fuel.

Plas2Fuel's process is relatively simple. Forced air, heated by a natural gas burner, is used to indirectly heat the feedstock. The material is isolated from oxygen in a vacuum environment. Through thermolysis and chromatography various compounds found in mixed waste plastics are separated. Gases created during thermolysis are sent back into the process to minimize energy consumption and are also used to heat storage tanks and run an oil-water separation process. The vessels are well insulated to retain heat. The process essentially "cracks" the plastic into synthetic crude oil.

"For every one BTU of energy used in the process we yield almost eight BTUs of energy," said Bostwick. Depending on the composition of the feedstock, it takes approximately eight pounds of plastic to make one gallon of synthetic crude.

Once the system is up to temperature it runs 24/7 in what Plas2Fuel calls a continuous batch process. It is actually several vessels running separate batches on a staggered schedule so there is continuous production. With a four vessel configuration at their Oregon plant, Plas2Fuel can process 10 tons of waste plastic per day. An interesting aspect of this process is that the individual vessel is relative small and Plas2Fuel says that the equipment is easy to operate with minimum training. Because of the small size, the number of vessels can be scaled to the volume of the feedstocks. This may allow small plants to be located at or near shredders, thus avoiding transportation costs.

"There are hundreds of millions of pounds of ASR going to landfills every year and it has to be stopped. Finally, our technology is able to handle virtually any plastic feedstock," said Bostwick.

Liberating value from ASR is a challenge, one that is being addressed by a number of entrepreneurial companies using various chemical processes, low speed secondary shredders for size reduction, eddy current separation to recover non-ferrous and mechanical processed with finer granularity to separate marketable commodities. Landfill prohibitions appear to be on the horizon and the shredding industry is nervous.

"All the shredders are waiting for us to build our first plant to prove the concept. The ideal situation is for us to site this equipment right at the shredder and continue to further process the material. We can help mitigate the pressure on shredders from the legislative side and reduce the volume going to landfill," said De Laurentiis.

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## A Letter to the Editor

Editor:

Your article was good on the Cash for Clunkers bill.

I help my son at Zeb's Auto Salvage in North Central Wisconsin.

I assure people it will hurt. People around here buy used parts for their old cars and some can't afford the \$10 or \$20 part they need.

Who on earth is this going to help? If you couldn't get used parts around the yard, they would have to walk!

I have a '99 Buick and hope and pray every day it holds together at 147,000 miles.

Thank you for your article. Too bad the Senate and Congress can't or won't see it.

—Bev Kasperek, Tigerton, Wisconsin



# Retailer to encourage use of eco-friendly manufacturing

## Index will drive higher quality, lower costs and measure sustainability of products

Wal-Mart plans to develop a world-wide sustainable product index during a meeting with 1,500 of its suppliers, associates and sustainability leaders at its home office. The index will establish a single source of data for evaluating the sustainability of products.

“Customers want products that are more efficient, that last longer and perform better,” said Mike Duke, Wal-Mart’s president and CEO. “And increasingly they want information about the entire lifecycle of a product so they can feel good about buying it. They want to know that the materials in the product are safe, that it was made well and that it was produced in a responsible way.”

The company will introduce the initiative in three phases, beginning with a survey of its more than 100,000 suppliers around the world. The survey includes 15 questions that will serve as a tool for Wal-Mart’s suppliers to evaluate their own sustainability efforts. The questions will focus on four areas: energy and climate, material efficiency, natural resources and people and community.

“The survey will include simple but powerful questions covering familiar territory, such as the location of our suppliers’ factories, along with new areas like water use and solid waste,” said John Fleming, chief merchandising officer, Wal-Mart U.S. “The questions aren’t complicated but we’ve never before systematically asked for this kind of information. The survey is a key first step toward establishing real transparency in our supply chain.”

Fleming also said the company will ask its top tier United States suppliers to complete the survey by October 1. Outside the United States, the company will develop timelines on a country-by-country basis for suppliers to complete the survey.

As a second step, the company is helping create a consortium of universities that will collaborate with suppliers, retailers, NGOs and government to develop a global database of information on the lifecycle of products – from raw materials to disposal. Wal-Mart has provided the initial funding for the Sustainability Index Consortium, and invited all retailers and suppliers to contribute.

*A mother worried when it was getting awfully late and her daughter, Debbie, wasn't yet home. Not knowing any friend's phone numbers, she looked on Debbie's computer and saw a list of e-mail addresses.*

*She sent a note to each one asking if they knew where her daughter was. Within twenty minutes, she received 16 replies all saying that she shouldn't worry, that Debbie was spending the night at their house and had simply forgotten to call.*

The company will also partner with one or more leading technology companies to create an open platform that will power the index.

“It is not our goal to create or own this index,” said Duke. “We want to spur the development of a common database that will allow the consortium to collect and analyze the knowledge of the global supply chain. We think this shared database will generate opportunities to be more innovative and to improve the sustainability of products and processes.”

The final step in developing the index will be to translate the product information into a simple rating for consumers about the sustainability of products. This will provide customers with the transparency into the quality and history of products that they don't have today.

For links to the survey questions, photos and a fact sheet, view this article on [www.AmericanRecycler.com](http://www.AmericanRecycler.com).

# New California C&D recycling center to provide relief to landfills

PHOTO COURTESY OF GALINA DREYZINA

Business and community environmental leaders joined executives from Waste Management (WM) to unveil a Construction and Demolition (C&D) Processing and Recycling Center that will generate new green jobs in El Cajon. Using the latest in eco-technology, the facility will recover and process up to 130,000 tons of commercial construction waste, as well as traditional recyclables, annually.



Waste Management's new sorting line can process up to 35 tons of C&D material per hour.

The C&D Processing and Recycling Center was built in response to growing consumer and government interest in green programs to both reduce the amount of building materials waste going to landfills and to encourage reuse, recycling and recovery. C&D accounts for more than 22 percent of the overall waste stream in California, 35 percent of the waste at Miramar Landfill, and it is estimated at more than 100,000 tons annually for the unincorporated areas of the county and over 1 million tons countywide.

From sheet rock and concrete to wood and metal, the \$7 million, state-of-the-art sorting line, custom built for WM by Lubo, separates C&D recyclable items from the waste stream collected at commercial building sites or home remodeling projects. The line also has state-of-the-art TiTech optical sorting capabilities for the processing of dry recyclables such as aluminum cans, glass and newspapers from commercial trash loads. Fully staffed, the line could employ up to 30 people and process up to 30-35 tons per hour of C&D materials and approximately 25 tons per hour of dry recyclables.

The materials processed through the sort line can be sold for use in a number of different ways. Sheet rock may be transformed into soil amendment for farming applications while scrap metal can be recycled to make other steel products. Wood can be processed into landscape cover or used to generate green power.

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**Solo creates compostable sugarcane products**

Solo Cup Company introduced Bare by Solo compostable plates made with sugarcane.

The new plates offer an environmentally preferable way to serve meals, using renewable materials that can also reduce the amount of waste sent to landfills.

Solo also is rolling out a Bare compostable cup made with a bio-based plastic that comes from renewable plants such as corn. The new Bare plates and cups are compostable in commercial composting facilities.

Bare is the first full line of eco-forward single-use products for serving food and beverages made with recycled, recyclable, compostable or renewable materials.

The sugarcane plates are strong and soak-through resistant and are available in dinner, lunch and dessert sizes. The bio-based plastic cup is available in a 14-ounce size that fits smaller hands and grown-ups alike. The new products expand the Bare line for consumers that already includes plates made with plant-based renewable resources and cups made with 20-percent recycled plastic.

The Bare sugarcane plates and compostable cup are certified compostable by the Biodegradable Products Institute (BPI) when composted in a commercial composting facility. If composted, the products do not contribute to landfill waste. Commercial composting programs that accommodate single-use foodservice products vary by area and may not be available in your community. To determine the availability and policies of commercial composting facilities in your community, check with your local municipality.



**RecycleBank launches recycling program in Westland, Michigan**

Westland, Michigan, Mayor William R. Wild successfully ushered RecycleBank, the rewards-for-recycling program, to over 26,000 households in Westland.

Westland looks to save a considerable amount of money through diverting recyclables away from the waste stream and into a profitable recycling market.

In June, single-family households were provided with 96-gallon wheeled

recycling carts that feature an ID tag, which match the cart to the household account number. Republic Services trucks, retrofitted with special technology, track recycling activity. Once the pick-up route is complete, the total weight of the amount of material the community recycled is divided among participating households and then converted into RecycleBank Points.

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## San Francisco passes tough recycling, composting law

The San Francisco Board of Supervisors has passed a mandatory composting law that is believed to be the strictest such ordinance in the nation. Residents will be required to have three color-coded trash bins, for trash, recycling, and compost. Residents and businesses that fail to recycle or compost the appropriate waste could be fined. San Francisco, which boasts a recycling rate of 72 percent, has aggressively pursued green initiatives such as banning plastic bags at supermarkets. The city eventually wants to eliminate all waste going to landfills by 2020.

Robert Reed, a spokesman for Recology (formerly Norcal Waste), said that waste collectors will not pick through anyone's garbage. Rather, if workers notice recyclables from bins being emptied, they will leave "a love note" alerting the customer of non-compliance.

A moratorium on imposing fines will end in 2010, after which repeat offenders like individuals and small businesses generating less than a cubic yard of refuse a week face fines of up to

\$100. Businesses that don't provide the proper containers face a \$500 fine.

A comprehensive study conducted by the Department of the Environment found that 36 percent of what San Francisco sends to landfills is compostable, primarily food scraps, and 31 percent is recyclable — which is mostly paper. There are facilities in the City and surrounding areas that reuse, recycle, compost or otherwise process and market most materials discarded in San Francisco, saving this material from landfill and creating green-collar jobs.

San Francisco Mayor Newsom said a primary goal of the mandatory recycling ordinance, which was cosponsored by Supervisors Ross Mirkarimi and Chris Daly, is to get recycling and composting happening in buildings where it is not currently provided.

Newsom said that if all of the recyclable and compostable materials currently going to landfills were captured by our programs, San Francisco's recycling rate would soar from 70 percent to 90 percent.

## Total printing-writing paper shipments down in June

According to the American Forest & Paper Association's (AF&PA) June 2009 Printing-Writing Paper Report, total printing-writing paper shipments decreased 19.6 percent in June compared to June 2008. For the year to date, shipments were down 22.7 percent. United States purchases (shipments plus imports less exports) of printing-writing papers dropped 21.8 percent in June versus year-ago June and declined 24.1 percent for the year to date. Total printing-writing paper inventory levels decreased 22,600 tons, or 1.1 percent, from May, as uncoated paper inventory declines more than offset coated papers inventory increases.

First half 2009 uncoated free sheet (UFS) shipments were lower than first half 2008. UFS shipments were down 15.6 percent compared to June 2008, to 815,500 tons. While the June decrease is the largest in the past four months, June 2008 shipments were the second highest recorded in 2008 — the highest was January 2008. For the first half of 2009, UFS shipments were 15.2 percent below last year. U.S. purchases of UFS were also down, declining 16.1 percent when compared to June 2008. UFS inventories decreased 4.8 percent compared to last month, a decline of 51,800 tons.

Coated free sheet (CFS) shipments declined sharply for the sixth consecu-

tive month. CFS shipments dropped by 27.5 percent compared to June 2008, to 280,900 tons. For the year to date, shipments of CFS were down 29.0 percent. United States purchases of CFS decreased even more, down 33.8 percent compared to last June and were off 32.1 percent for the year to date. CFS inventories increased 5.3 percent compared to May, an increase of 32,600 tons.

Declines in coated mechanical (CM) shipments slows but still in double-digits. CM shipments fell 16.6 percent when compared to June 2008, settling in at 280,700 tons. Year to date shipments of CM were down 32.7 percent compared to last year. United States purchases of CM were down 20.2 percent compared to June 2008, and for the year to date were down 33.6 percent. CM inventories increased 2.4 percent, or 6,900 tons, from last month.

Uncoated mechanical (UM) shipments declined by more than 20 percent compared to 2008 for all six months of 2009. UM shipments decreased 28.8 percent when compared to June 2008, to 142,400 tons, and for the year to date were down 27.6 percent. United States purchases of UM were down 24.5 percent when compared to June 2008 and were down 25.0 percent for the year to date. UM inventories decreased 10.2 percent, or 10,400 tons, from May.

## Greenstar opens largest recycling facility in Texas

Houston-based Greenstar North America, the largest municipal recycler in Texas, announced that it has officially opened the largest recycling facility in Texas. The new plant is among the largest, most automated single stream facilities in North America. It has the capacity to process 20,000 tons per month at its 180,000 square foot facility located on nine acres in San Antonio.

Greenstar has experienced a dramatic rise in recycling rates across its Texas markets, particularly in San Antonio. San Antonio rates have increased as high as 200 percent over the previous collection approach in some areas. The sharp increase is a direct result of the city implementing a single stream collection system as well as converting their existing 18-gallon collection system to 95 gallon carts. Single stream processing lets participants put recyclables conveniently into one bin, allow-

ing for more efficient collection of materials and a decrease in labor.

While Texas has not traditionally been known for its recycling programs, Greenstar sees that perception shifting in the near future. Greenstar selected Texas as its North American headquarters recognizing there is significant amount of potential on the commercial and municipal side for growth in recycling. Greenstar's level of investment has been significant: it invested over \$300 million in its United States recycling business over the last two years, of which \$50 million has been invested in Texas and in total, over this same period, its parent company, NTR, invested over \$700 million in its United States environmental businesses.

The facility employs approximately 100 people and accepts single stream materials from other recycling programs across the Central and South Texas region.

## New California law will provide free mercury thermostat recycling

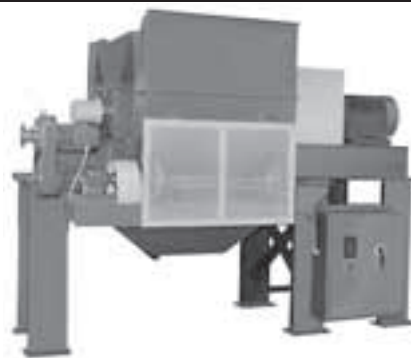
A new California law designed to protect public health and reduce taxpayer costs through the collection of mercury thermostats is now effective. The Mercury Thermostat Collection Act of 2008 (AB 2347, Ruskin) increases the number of thermostat collection locations and makes recycling more convenient.

The law requires heating and air conditioning wholesalers with physical

locations in California to collect thermostats from the public and contractors. Retailers are also encouraged to participate.

Co-sponsored by the California Product Stewardship Council (CPSC) and Sierra Club California, AB 2347 is California's first full producer responsibility legislation and makes California only the third state to pass such a law in an effort to protect public health.

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# Shaw joins EPA WasteWise Program

The United States Environmental Protection Agency (EPA) welcomed Shaw Industries, Inc., a carpet manufacturer and floor covering provider, as its newest WasteWise partner. WasteWise partners are organizations that voluntarily set goals to reduce municipal solid waste. Partners include businesses, institutions, and other organizations representing 50 industrial sectors committed to cutting costs and conserving natural resources. EPA provides WasteWise partners with technical assistance and helps promote the achievement of its partners.

Shaw is a recycler of post-consumer carpet, and the comprehensive

Shaw Green Edge Recycling program reclaims and recycles carpet nationwide. At the company's Evergreen Recycling Facility in Augusta, Georgia, post-consumer carpet is recovered and then remanufactured.

The by-product of the recycling process is also recovered for ultimate reuse as post-consumer recycled content in carpet backing. Shaw also manufactures a line of wood flooring from post-industrial recycled wood that uses 50 percent less harvested wood than comparable engineered wood flooring. Carpet scraps, along with all waste generated from laminate manufacturing at Shaw's facility in Ringgold, Georgia,

is diverted from landfills and used to generate fuel. An innovative waste-to-energy technology converts carpet and wood waste to steam energy through gasification.

Shaw is joining EPA's WasteWise program as it is launching a project to better track its efforts in reducing the amount of post-industrial waste produced in all of its carpet, rug, hardwood and laminate manufacturing facilities. The total post-industrial waste produced will be compared to the amount of finished production, and Shaw intends to significantly reduce that percentage over the next three years and beyond.

## California law will provide free mercury thermostat recycling

A new California law designed to protect public health and reduce taxpayer costs through the collection of mercury thermostats is now effective. The Mercury Thermostat Collection Act of 2008 (AB 2347, Ruskin) increases the number of collection locations and makes recycling more convenient. The law requires heating and air conditioning wholesalers with locations in California to collect thermostats. Retailers are also encouraged to participate.

Co-sponsored by the California Product Stewardship Council (CPS) and Sierra Club California, AB 2347 is California's first full producer responsibility legislation and makes California only the

third state to pass such a law in an effort to protect public health.

"We want contractors and the public to know that this new law is in effect to protect the public from mercury exposure," says Heidi Sanborn, CPSC executive director. "Having the producers fund and manage the collection system reduces public costs to manage the product at the end-of-life and is in line with the overall framework for an Extended Producer Responsibility (EPR) system adopted by the California Integrated Waste Management Board in 2008."

Information about free thermostat recycling in California can be found at [www.calpsc.org/products/thermostats.html](http://www.calpsc.org/products/thermostats.html).

## American Red Cross charged with bio-hazardous waste dumping

Teamsters file charges against American Red Cross

The Teamsters Union filed a complaint with the Environmental Investigations Division of the City of St. Louis charging American Red Cross with dumping biomedical waste into the regular trash stream.

The complaint was filed after red biohazard bags were found in open garbage dumpsters outside of the Red Cross Blood Services Division Headquarters in St. Louis filled with trash headed for landfills.

"We have an obligation to make sure our employers are responsible stewards of the environment and are not engaging in practices that violate health or environmental regulations," said James P. Hoffa, Teamsters general president. "We believe that the American Red Cross also has a responsibility to the community to ensure that it is not endangering the public's health or violating the letter or spirit of state or federal environmental laws."

## Recycle America partners with iGo

Waste Management Recycle America, a wholly-owned subsidiary of Waste Management, announced a partnership with iGo, a provider of portable power solutions, to increase domestic electronics recycling and reduce landfill waste. Through this partnership, WM Recycle America, the nation's largest residential recycler, will provide environmentally certified recycling services for iGo electronic waste.

Through the "iGo Recycles" consumer electronics and charger recycling program, iGo customers can mail back their used products, which WM Recycle America will process to recover valuable components for reuse.

WM Recycle America, an ISO Certified partner, recycles this material in conjunction with the Basel Action Network (BAN) Electronics Recycler's Pledge of True Stewardship. In accordance with this program, WM Recycle America processes all hazardous materials domestically, protects workers' health and tracks e-waste throughout the recycling chain.

## Veolia names new CEO to solid waste division

Veolia ES Solid Waste, Inc. has appointed Jim Long to the position of president and CEO of that organization. He replaces former CEO Richard Burke, who was recently promoted to president and CEO of Veolia Environmental Services North America Corp. (VESNA).

Long was president and CEO of ATC Transportation, which was sold to Veolia Transportation North America in 2005. He also served in various finance and operational leadership roles during his 13 years with Waste Management in Europe and the United States.

As CEO of VESNA, Burke now has oversight for all of the company's operating divisions in North America, encompassing solid waste collection and recycling, hazardous waste processing and disposal, industrial and marine services, and waste-to-energy operations.

## SAIC to acquire R.W. Beck, Inc.

Science Applications International Corporation announced that it has signed a definitive agreement to acquire R.W. Beck Group, Inc., a provider of business and technical consulting services in engineering, energy and infrastructure. R.W. Beck is headquartered in Seattle, Washington.

Founded in 1942, R. W. Beck's 550 technically-based business consultants – including engineers, economists, analysts and other professionals – develop sustainable solutions specific to customers' engineering, economic, planning, operational and organizational challenges. R.W. Beck's customers include utility organizations, government entities, financial institutions and other commercial customers.

The definitive agreement includes SAIC's acquisition of Beck Disaster Recovery (BDR), Inc. R. W. Beck is the majority owner of BDR. The company provides all hazards mitigation, preparedness/planning, response, recovery and reconstruction services; continuity and emergency operations planning; risk management and mitigation; and training services to local and state government agencies nationwide.

R.W. Beck will join SAIC's Infrastructure, Logistics and Product Solutions Group led by group president Joe Craver. The Group, one of four at SAIC, provides technical and engineering solutions for a variety of customers and mission areas including all hazards preparedness and logistics; energy management services; and environmental support. R.W. Beck's core consulting and engineering organization will join the Group's Energy, Environment, and Infrastructure business unit led by J.T. Grumski to combine synergies in environmental services. BDR will join the Homeland Protection and Preparedness business unit led by John Ferriter.

The acquisition is expected to close at the beginning of August 2009, subject to R. W. Beck shareholder approval and customary closing conditions, including expiration or early termination of the waiting period.



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**METALS**

**Scrap metals industry representative testifies before senate subcommittee**

Mark Lewon, vice president of operations for Utah Metal Works of Salt Lake City, testified before the United States Senate Judiciary Committee's Subcommittee on Crime and Drugs, voicing support for the scrap recycling industry's cooperative/collaborative approach to combating the problem of metal theft.

"Rather than simply restating state laws that have been enacted over the past few years and which have not proven effective, we support efforts to craft national legislation that builds on successful strategies including cooperation and communication amongst all stakeholders," Lewon stated. "Ultimately focusing efforts on preventing the crime will better serve victims and communities."

Lewon, also speaking on behalf of the 1550 members of the Institute of Scrap Recycling Industries, Inc. (ISRI), continued by stating, "ISRI members are seriously committed to reducing metal theft. In 2006, ISRI developed Recom-

mended Best Management Practices, which guide our members on how to identify stolen property, document their purchases, validate identity, install cameras in the scrap yard, and catch thieves. In cooperation with law enforcement, ISRI has pioneered the use of collaborative coalitions of victims, law enforcement, prosecutors, and recyclers to prevent the crime or to catch a thief. No technique works better than this one. I work closely with a coalition in Salt Lake City and County. Crime is down and we catch and prosecute thieves."

*Additional regulations won't stop a thief who will find an underground way to move his contraband.*

"ISRI members recognize their key role in addressing metal theft. After all, we are the experts in scrap metal recy-

cling. There are no easy solutions. What our expertise has taught us, however, is that the best way to approach the crime of metal theft is through communication between recyclers, law enforcement, victims and prosecutors. Much more than a metal theft statute, that's what it takes."

"Metal theft will not stop simply by banning the customary use of cash. Further regulating us doesn't stop a thief who will find an underground way to move his contraband. As much as we would like to believe it so, simply enacting new laws won't cause resource-strapped law enforcement agencies to suddenly make metal theft a priority. Nor will it cause prosecutors to go after thieves. Nor will it stop thieves from crossing state lines unless you include a preemption provision in a bill that takes away their incentive to do so."

"The scrap recycling industry looks forward to developing a national solution to this problem with all the stakeholders."

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# ON TOPIC — Q & A

by Irwin Rapoport

## Alliance of Automobile Manufacturers shares current industry view



—Charles Territo

President Barack Obama signed into law the Cash for Clunkers legislation (Title XIII - Consumer Assistance to Recycle and Save Program) on June 24. The new regulations are to be published by the Department of Transportation on July 24, which will officially launch the program.

The limited program (the program is set to expire this fall) will provide \$1 billion in grants for automobile purchases by consumers.

To learn how the legislation and regulations will affect automobile sales and manufacturing, the auto recycling industry and the overall economy, American Recycler queried Charles Territo, the Alliance of Automobile Manufacturers' senior director of communications for his take on this economic stimulus package.

### What is this importance of this legislation and its accompanying regulations?

**Territo:** Automakers are hopeful that the Cash for Clunkers (CARS) program can provide a much needed boost in auto sales and dealership foot traffic. Automakers believe a well-crafted fleet modernization program will provide two beneficial effects – helping to stimulate auto sales during the current economic/credit crisis and replacing older, less fuel-efficient vehicles with cleaner, safer, more fuel-efficient ones.

A fleet modernization program can deliver benefits to consumers, the environment and the economy.

### How will the legislation and regulations affect the auto recycling industry?

**Territo:** This legislation has the potential to add as many as 250,000 vehicles to the auto recycling industry. The law stipulates that only the engine must be scrapped and rendered inoperable. All other vehicle parts can be reused.

### How will the legislation stimulate auto sales, especially by GM, Chrysler and Ford?

**Territo:** Companies are in the process of compiling information about eligible vehicles. The number of vehicles a company has will play a large part in how the program will stimulate their sales. The CARS program is open to all manufacturers and new automobile dealers. Around the world, consumers are already benefiting from similar programs, and the resulting economic stimulus has been significant. In January, Germany implemented a fleet modernization program. At the end of the first month of the program, sales in Germany were up 21 percent over 2008. Corresponding sales in the United States were down 41 percent for the same period. Fleet modernization programs have been adopted in China, U.K., Brazil, Spain, Austria, France, Italy, Portugal, Romania and Slovakia, and are under consideration in several others.

### How is the legislation expected to reduce green house gas emissions? How important is it for the environment to remove older cars from service?

Vehicles today are 75 percent cleaner for smog forming emissions than vehicles just five years ago. The program is designed to encourage consumers to trade in their older, less efficient vehicles for cleaner, safer and more fuel-efficient new vehicles. Ultimately, oil savings and emissions reductions will happen only if buyers can use this program to buy vehicles that meet their needs.

### How do you think the public will react to the legislation and do you think people will make the connection between the need to stimulate the auto industry and help to reduce GHG?

**Territo:** It is estimated that there are roughly 77 million vehicles eligible for trade-in under the terms of the CARS program. If 1 in every 300 eligible vehicles is traded in, this program will be an overwhelming success.

### What can the auto recycling industry do to help make the law and regulations a success?

**Territo:** The auto recycling industry can work with local auto dealers and help coordinate the scrappage efforts for vehicles traded in as part of the CARS program.

### In terms of future legislation and government support, what do you foresee is required to help restore the health of American automobile manufacturers and the environment?

**Territo:** Continued investment in advanced technologies, retooling and research and development of battery technology. Since consumers are often reluctant to pay higher upfront costs, policymakers can accelerate sales of fuel-efficient autos through consumer incentives like tax credits and auto loan interest tax deductibility.

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## METALS

# Steel imports decline

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the United States imported a total of 1,020,000 net tons (NT) of steel in May 2009, including 1,002,000 NT of finished steel (down 17 percent and 11 percent, respectively, vs. April final data). Total and finished steel imports on an annualized basis are down 42 percent and 33 percent, respectively, vs. 2008. Annualized total imports of steel in 2009 would be 18.6 million NT. Finished steel import market share was an estimated 22 percent in May and year-to-date (YTD) through five months is an estimated 29 percent.

Key products with increases in May 2009 compared to April include Reinforcing Bar (up 44 percent), Oil Country

Goods (up 23 percent) and Plates-in-Coils (up 21 percent). For YTD 2009 vs. the same period last year, OCTG imports (led by China) are up 30 percent.

In May, the largest volume of finished imports from offshore was from China (148,000 NT, up 49 percent from April). The May tonnage from China was 15 percent of all finished imports and, based on YTD data, finished steel imports from China in 2009 would annualize at 2.8 million NT. Other major offshore suppliers in May were South Korea (118,000 NT, up 66 percent from April), Japan (61,000, down 27 percent) and Taiwan (33,000 NT, down 3 percent). For YTD 2009 vs. the same period last year, finished imports are up significantly for a number of countries – including China (up by 23 percent).

### U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS BY COUNTRY OF ORIGIN (Thousands of Net Tons)

	MAY 2009	APR 2009	MAY 2008	2008 Annual	% Change 2009 Annual vs. 2008
CHINA	148	100	289	4,821	-42.7%
SOUTH KOREA	118	71	202	2,305	-23.5%
JAPAN	61	84	118	1,614	-25.7%
TAIWAN	33	34	52	662	-21.2%
INDIA	28	79	123	1,102	-24.7%
NETHERLANDS	26	35	22	474	-51.8%
TURKEY	26	26	6	827	-6.8%
GERMANY	22	50	81	1,122	-43.7%
All Others	541	645	1,155	13,029	-33.6%
<b>TOTAL</b>	<b>1,002</b>	<b>1,123</b>	<b>2,047</b>	<b>25,956</b>	<b>-33.1%</b>

## Oregon House passes new metal theft legislation

The Oregon House of Representatives unanimously passed legislation to combat metal theft, completing a three-year process and a bipartisan effort to stem the growth in metal theft. SB 570 imposes new fines and penalties on metal thieves and improves the ability of the state's law enforcement community to monitor transactions.

State Rep. Brent Barton (D-Clackamas) and State Rep. Andy Olson (R-

Albany) were the House participants in a bicameral work group that came up with the final agreement.

"Metal theft affects both rural and urban communities and fuels the meth epidemic in Oregon," said Barton.

SB 570 contains several main components that will end the ease with which metal thieves are able to trade stolen products for cash, including:

- Clarifying the duties of scrap metal businesses to notify law enforcement if they believe that the metal property they purchased or received is stolen.

- Requiring scrap metal businesses to collect and retain for one year a metal property record from individuals and companies that engage in the selling of metal products.

- Creating misdemeanor crime for unlawfully altering metal property, for example obliterating a serial number.

- Requiring that payment for scrap metal is given no sooner than three business days after sale and delivered by a mailed check to the seller's street address.

The bill is now being reviewed by the Senate.

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Vacuum system to remove fluids from master cylinder and power steering pumps

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## ALTERNATIVE ENERGY

### Rentech acquires SilvaGas and investment in ClearFuels

Rentech, Inc. announced that it has completed two investment agreements with biomass gasification technology companies. These agreements represent major steps forward in Rentech's strategy of offering integrated solutions for the conversion of various types of urban and rural biomass feedstocks into high-value energy products such as renewable synthetic jet fuel, diesel fuel and electric power.

Rentech has signed a definitive agreement to acquire 100 percent of SilvaGas Corporation and its commercial-scale biomass gasification technology, which converts urban waste feedstocks into synthesis gas (syngas).

Rentech has also executed agreements with ClearFuels Technology Inc., a bio-energy gasification and project development company, whose technology converts rural virgin cellulosic biomass feedstocks into syngas. Rentech has acquired a 25 percent ownership interest in ClearFuels, and has agreed to the installation of a ClearFuels biomass gasifier at the Company's Product Demonstration Unit (PDU). The agreement with ClearFuels provides for multiple licensing agreements for the Rentech Process at bio-energy facilities under development by ClearFuels.

With the SilvaGas acquisition, Rentech acquires a biomass gasification technology that has operated at commercial scale and is planned for deployment at Rentech's Rialto Renewable Energy Center under a licensing agreement with SilvaGas. The SilvaGas gasifier can handle urban waste streams that are more varied than the virgin biomass streams that the ClearFuels gasifier has been optimized to convert.

ClearFuels' technology can convert rural virgin biomass feedstocks into synthesis gas that is cleaner and requires less conditioning, leading to highly efficient conversion into synthetic liquid fuels. Commercial deployment of the ClearFuels technology first requires the construction and operation of a demonstration scale facility, on which Rentech and ClearFuels will collaborate by plac-

ing a ClearFuels gasifier at Rentech's PDU in Colorado.

Integration of these complementary gasification technologies with Rentech's proprietary syngas conditioning and cleanup technology and the Rentech Process will enable Rentech to offer integrated packages for renewable fuels and power production. These offerings can be tailored to optimize the conversion of a variety of renewable feedstock types into ultra-clean diesel fuel, jet fuel and electric power.

The life-cycle carbon footprint of renewable fuels and power facilities using either gasifier, coupled with the Rentech Fischer-Tropsch Process for synthetic fuels, can be near zero. The renewable synthetic diesel and jet fuels produced at these facilities will meet all applicable fuels standards, be compatible with existing engines and pipelines, and burn cleanly, with emissions of particulates and other regulated pollutants significantly lower than emissions of traditional fuels.

The renewable fuels produced from biomass using Rentech's technologies will meet the federally-mandated Renewable Fuels Standard (RFS). The RFS requires minimum annual levels of renewable fuel production in the United States and sets a standard that starts at 9 billion gallons in 2008 and rises to 36 billion gallons by 2022. Of the latter total, 21 billion gallons are required to be obtained from advanced biofuels production.

The renewable power produced using either gasifier is expected to qualify under the Renewable Portfolio Standard (RPS) program, which requires utilities to increase the amount of electric power they sell from qualified renewable energy resources. According to the Energy Information Administration (EIA), as of November 2008, 28 states and the District of Columbia had legislatively mandated RPS programs. The EIA estimates that electricity generated from biomass will comprise nearly 30 percent or 243 billion Kilowatt-hours of renewable electricity in 2030.

### Republic's landfill provides biogas to Anheuser-Busch Brewery

Republic Services, Inc. has begun to provide biogas from its McCarty Road Landfill to the Anheuser-Busch brewery in Houston for use as an alternative fuel source. The project was developed as part of a partnership with Ameresco that constructed and operates a biogas processing facility on the landfill's property.

Once processed by Ameresco's operation, the gas is carried through a six-mile pipeline to the Anheuser-Busch brewery to help generate steam energy for the brewery's power plant. More than 55 percent of the brewery's fuel demand will be supplied by this new alternative fuel source. Additional gas from the McCarty Road

landfill also is captured, processed and sold to a local utility.

McCarty Road Landfill is the main recipient of refuse from the residents and businesses in east Houston and the surrounding suburbs. The landfill employs more than 124 area residents.

Republic Services plans for a portion of their project revenue to go toward area non-profit causes. Harris County Commissioner El Franco Lee will assist Republic Services in identifying worthwhile causes in communities around the landfill.

The McCarty Road Landfill gas project is one of 75 alternative energy projects at Republic Services' landfills nationwide.

### GE Energy's gas engines generating electricity at landfill gas-to-energy plant

One of California's most powerful landfill gas-to-energy projects to open in the last five years has started supplying renewable electricity to the San Francisco Bay region as the state continues implementing new anti-greenhouse gas initiatives.

The output of the plant is enough to provide electrical power for 7,500 to 10,000 average homes and will be sold to existing customers and project partners, the City of Palo Alto and the City of Alameda. The plant is twice as powerful as other landfill gas projects in northern California.

Built by energy developer Ameresco Inc., the 11.5 MW biogas plant is located at the Ox Mountain Landfill, which is owned and operated by Republic Services and located in Half Moon Bay in San Mateo County. The biogas plant is powered by GE Energy's ecomagination-certified Jenbacher landfill gas engines.

Inside the plant, six of GE Energy's Jenbacher JGS 616 GS-L.L generator sets are using the landfill's methane-rich gas to generate renewable electricity 24 hours a day. A portion of the electricity is being used to support the landfill's on-site operations, while surplus power is sold to the cities of Palo Alto and Alameda to support the Bay region's renewable energy goals.

The new biogas project reduces the need for Ameresco and the local governments to purchase energy from traditional fossil fuel power plants. Also, by capturing and using landfill gas to generate electricity, less of the gas needs to be flared into the atmosphere.

The Ox Mountain plant is one of about 540 new "candidate" United States projects identified by the LMOP program. It also is one of 75 alternative energy projects at Republic Services' landfills nationwide.

### SC Johnson installs windmill

SC Johnson launched its first owned and operated windmill at its Europlant in Mijdrecht, the Netherlands, its largest European manufacturing plant.

This \$4.7 million investment adds to SC Johnson's strategic array of clean energy projects designed to reduce greenhouse gas emissions (GHG) and

further drive the company's voluntary GHG emissions goals.

The 262 foot tall wind turbine will generate 66 percent of the electricity needed to power SC Johnson's Europlant, preventing 3,930 metric tons (3,930,000 kilograms) of GHG annually.

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## AUTO

### URG supports "Recycled Ride"

The United Recyclers Group (URG) has announced support for the 'Recycled Rides' program, a community service initiative of the National Auto Body Council (NABC).

In Recycled Rides ([www.recycledrides.org](http://www.recycledrides.org)), all segments of the auto salvage and collision repair industries come together to fix up and donate working automobiles to selected families in need in cities across the nation. The goal for the 2009 program will be to refurbish 140 vehicles, all simultaneously donated to deserving families selected by local human service agencies, on November 23, 2009, the Monday before Thanksgiving.

Now in its third year, Recycled Rides began with just seven vehicles repaired and donated in the first year. But the program has experienced twenty-fold growth in just two years, a

sure sign that the concept behind it is good and fills a need. According to Recycled Rides chair Michael Quinn, the long-term goal for the program is 500 vehicles donated per year, and he thinks this is doable sooner rather than later. Quinn is the co-founder and president of 911 Collision Centers located in Tucson, Arizona.

The preferred vehicle for Recycled Rides is a minivan less than eight years old with no more than 100,000 miles, and either a theft recovery or economic total. Families in need of reliable transportation are identified in partnership with local charitable organizations. Insurance companies, paint and parts vendors, and the auto salvage industry donate their resources to assist collision repair facilities in making this program possible.

## SALVAGING Millions

by Ron Sturgeon  
Autosalvageconsultant.com

### Bottom up budgeting

As promised, this month I will explore the technique of bottom up budgeting.

I was proud to learn about bottom up budgeting in my stint at Ford Motor Co. after I sold them my recycling facilities in 1999.

It's easy to just work on a budget, forecast some growth in sales or products, make the expenses fixed or variable relative to the sales, and then charge off to accomplish the goal. There's the rub, hitting the goal.

Without bottom up budgeting and a bridge plan (another term you will find explained on our discussion boards or in a future article here), the chances that you will hit your goal are not good.

As you forecast increased sales, you must study the underlying metrics. In automotive recycling, if you forecast a 5 percent increase in parts sales, which seems achievable, how will your metrics measuring buying, processing, and deliveries/fulfillment be affected?

Unless you are going to process the same number of cars, but raise the price per unit, you will need to buy more cars. Can you buy more? Ask the buyers. Can you process more? Ask the dismantlers. Do you have the racks to hold more parts? Or are you planning faster turns? Do you need to add another salesperson? Will there be more deliveries or shipping?

All of these departments are likely to be affected, and unless you consider all of their metrics in the

plan, and get everyone committed to pulling their oar, your plan is unlikely to succeed.

Bottom up budgeting is also a useful method for planning capital expenses like buying another dismantling lift, forklift, or even a new phone system to make your salespeople more efficient. Do your salespeople want the new system badly enough to commit to the 5 percent goal without another salesperson?

A restaurant has to consider table turns, cost of food, and the size of their coolers before forecasting additional sales. Do they have adequate parking for the new customers? All businesses, from restaurants to electrical contractors, need bottom up budgeting.

We routinely apply bottom up budgeting to increase the chance of success of initiatives in our industry specific Peer Benchmarking Review Groups. Would your business benefit from tapping 100s of years of industry experience? From getting the insights of the industry leading businesses for each of your key metrics? From getting fresh ideas on lowering expenses and raising revenues?

Visit our web site to learn more about joining an upcoming PBRG for your industry. To assure the groups are made up of non-competitive businesses, we only accept one business owner from each market. Make sure that it's you.

## With CARS in effect, where do the cars go?

With automobile dealerships around the country heavily marketing to the consumer the benefits of the "clunker" trade-in under the federal government "Car Allowance Rebate System" (CARS) program in hopes to boost sales, there may be some question as to what happens to those tens of thousands of vehicles that are expected to be received for new, more environmentally efficient ones. Consumers and dealerships can rest assured that professional automotive recyclers throughout the United States are poised and ready to process those vehicles, and handle them according to the rules set forth under the CARS program to achieve the highest of environmental standards. With protecting the environment being a major component in this legislation, recycling these vehicles is the next logical step.

The automotive recycling industry is dedicated to the efficient removal and reuse of "green" automotive parts, and the proper recycling of inoperable motor vehicles. With strong participation in best-in-class programs such as the Certified Automotive Recycler program and other partnerships, members of the Automotive Recyclers Association (ARA) provide consumers with quality, low-cost alternatives for vehicle replace-

ment parts, while preserving our environment for a "greener" tomorrow.

Not all Americans can afford a new vehicle even with CARS benefits. With trade-ins processed through professional automotive recyclers, the availability of recycled parts to keep other vehicles operable is secured. American consumers and automobile repair businesses purchase these quality recycled vehicle components every day to keep vehicles running. They rely on parts from recycled vehicles because of their substantial savings in reduced repair costs and lower insurance premiums, savings from the purchase of a replacement vehicle, and also for the strong environmental benefits, including the conservation of natural resources that would otherwise be used to make new replacement parts.

The industry, predominantly comprised of small business facilities, responds to the economic and environmental challenge of recycling these vehicles. Rather than merely crushing wrecked, abandoned, or disabled automobiles, today's auto recycler maximizes a car's true market value, and gives new life through the reuse of parts to other vehicles that might otherwise be inoperable.

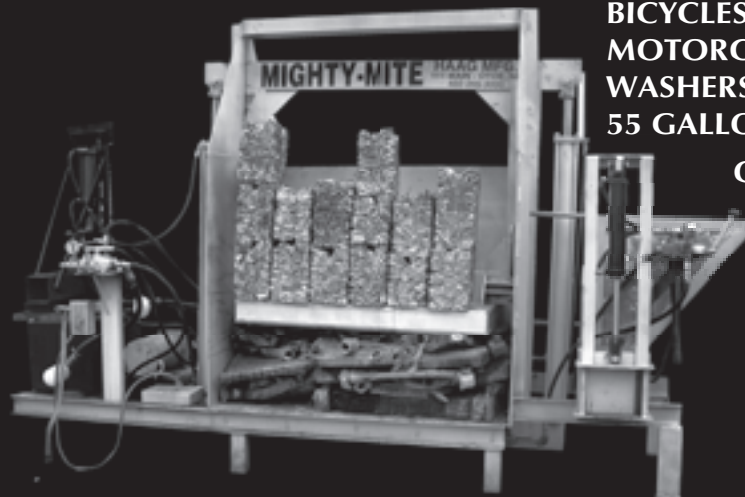
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*This article was provided by [autosalvageconsultant.com](http://autosalvageconsultant.com), which was formed in 2001 by recyclers for recyclers, to help them improve their businesses.*



## RUBBER

### More old tires put to new uses – piles recede

Nearly 90 percent of tires that are replaced and thrown away every year are put to a new productive use. The reuse rate of scrap tires tops most recovered waste materials including glass bottles, paper and aluminum cans.

The ninth report on scrap tire markets issued by the Rubber Manufacturers Association (RMA) since 1994 shows continued progress in scrap tire management practices across the nation resulting in significant reduction of scrap tire stockpiles and continued progress in putting waste tires to new uses.

“Scrap tire management in the United States is a huge environmental success story,” said Michael Blumenthal, RMA vice president. “Markets for scrap tires are growing and old piles of scrap tires are shrinking.”

In 2007, 89.3 percent of the scrap tires generated in the United States by weight were consumed in end-use markets. The total volume of scrap tires consumed in end-use markets reached approximately 4105.8 thousand tons of tires – the largest amount ever since RMA began tabulating scrap tire statistics.

RMA estimates that about 4595.7 thousand tons of tires were generated in the United States in 2007. By comparison, in 2005, about 82 percent of tires were consumed by weight. In 1990, only eleven percent of tires were consumed.

The percentage of scrap tires consumed by markets increased 13.5 percent, while the volume of tires utilized increased by about 489.7 thousand tons. The market percentage is affected not only by the volume of scrap tires consumed but also by the volume of scrap tires generated. The scrap tire generation rate has steadily increased along with the population in the United States, which tempers the increase in market percentage. This has been a consistent trend since RMA began to chronicle scrap tire markets in 1990.

### Liberty Tire acquires Able Tire

Liberty Tire, a tire recycling business, has acquired Texas-based Able Tire Company. Liberty and Able Tire’s merger represents a partnering in the Texas and Oklahoma scrap tire market.

With the acquisition, Liberty Tire will take advantage of efficiencies while retaining the company’s leadership team. Through the company’s leadership, expertise and innovation, Able Tire established a paperless manifest system, a cradle-to-grave tire tracking system that includes the filing of paperless records with the Texas State environmental authorities.

Liberty helps customers meet their environmental goals by collecting and recycling nearly 25 percent of America’s annual scrap tire production through a network of 14 facilities.

### Pennsylvania DEP settles with Horwith Trucks

The Pennsylvania Department of Environmental Protection (DEP) entered into an agreement with Horwith Trucks Inc., a Northampton-based waste transportation firm, for a \$135,000 penalty to address various violations of the state’s Solid Waste Management Act.

DEP inspectors discovered the violations during a routine review of inbound waste receipt records at MAX Environmental Technologies in Yukon, Westmoreland County. Between March 18 and April 15, Horwith transported from New Jersey to Yukon 79 loads of chromium-contaminated hazardous waste soils. At least 65 of the 79 loads were overweight and some significantly so. As a result, Horwith saved a considerable amount of money by not complying with the Vehicle Code and the Solid Waste Management Act’s weight restrictions. All told, Horwith illegally transported about 330,000 lbs. of hazardous waste.

DEP also charged Horwith for using, on seven occasions, two companies not licensed to transport hazardous waste in Pennsylvania. DEP continues to investigate the role MAX Environmental Technologies played in this case.

### Casella Waste posts heavy fourth quarter losses

Casella Waste Systems, Inc. reported financial results for the fourth quarter and 2009 fiscal year. The company’s recycling revenue slipped to \$30.2 million from \$45.6 million in 2008.

For the quarter ended April 30, 2009, the company reported revenues of \$117.6 million, down \$22.0 million or 15.7 percent over the same quarter last year. Approximately fifty three percent of the decline was due to a drop in recycling revenues, down \$11.6 million over the same quarter last year primarily as the result of lower commodity prices.

Solid waste revenues including the company’s major accounts programs were down approximately 11.0 percent from the same quarter last year. Excluding fuel, oil and environmental recovery fees, pricing was up 3.4 percent, and volumes were down 5.9 percent (excluding revenue losses due to the planned end-of-life decline of landfill volumes at the Pine Tree landfill in Hampden, Maine; the planned closure of the Colebrook landfill; and the idling of a C&D processing facility in October 2008).

The company’s net loss applicable to common shareholders was \$68.5 million, or \$2.67 per common share, compared to a net loss of \$7.8 million last year.

“In spite of the collapse of the global recycling commodity markets mid-way through our 2009 fiscal year and an extended economic contraction, our team executed well against the factors within our control to meet our original free cash

### Lee County’s Solid Waste Resource Recovery Facility receives Florida award

Lee County, Florida and Covanta Energy announced that the \$120 million expansion of Lee County’s Solid Waste Resource Recovery Facility has received the 2009 Best Practices Award in the Partnership category from Sustainable Florida – Collins Center, a statewide organization committed to promoting the balance of economic interests with the need to be socially and environmentally responsible.

A partnership arrangement between Lee County and Covanta Energy, a wholly-owned subsidiary of Covanta Holding Corporation, built the expansion project. Covanta Energy operates the expanded facility under a long-term contract with the county.

The Lee County facility plays a pivotal role in securing the long-term sustainable environmental future for the 640,000 residents of Lee and Hendry counties. It safely disposes of all municipal solid waste generated in both counties, using trash as fuel to produce clean, renewable electricity.

The expansion increased the facility’s capacity approximately 50 percent,

enabling it to process an additional 636 tons of municipal waste per day. The facility now processes 1,836 tons of municipal solid waste daily, while generating up to 57.3 megawatts of electricity, enough energy to power 36,000 homes.

Since 1994, the Lee County’s Solid Waste Resource Recovery Facility has processed more than 5.5 million tons of waste and offset 5.5 million tons of greenhouse gases, the equivalent of planting 127 million trees. The facility uses secondary sewage treatment effluent from a city-owned treatment plant for the majority of its process water. The facility is also equipped with both ferrous and non-ferrous recovery systems and has recycled 145,000 tons of metals from the waste stream. The facility expansion was also named 2008 “Project of the Year” in the renewable energy category by Power Engineering magazine.

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## WASTE

# Waste industry manages trash as a resource

Forget your old-fashioned ideas about the solid waste industry. It's not just about hauling garbage anymore.

This is according to Bruce J. Parker, president and CEO of the National Solid Wastes Management Association (NSWMA), in a speech given to the Society of Government Economists in Washington. NSWMA represents the private sector solid waste industry in the United States.

"Americans throw out more than 250 million tons of garbage each year. Our industry continues to protect public health and the environment by managing this waste," Parker said. "But in recent years, we've pioneered technologies that have changed the ways we deal with our trash. We've invested tens of millions of dollars, not only to modernize landfills and boost recycling rates, but also to cut greenhouse gas

emissions and air pollutants, and find renewable sources of energy that reduce our dependence on fossil fuels."

Parker pointed to waste-based energy projects, which turn household garbage into clean, renewable energy. In addition to 87 waste-to-energy facilities operated by the industry – generating enough electricity to power 1.7 million homes – it also operates 470 landfill-gas-to-energy projects that provide electricity and heat for corporate and government users in 44 states. The EPA has identified an additional 520 landfills across the nation as potential candidates for similar energy projects.

"Landfill-gas-to-energy projects also address global warming by capturing methane, a potent greenhouse gas," Parker noted. The EPA estimates that using methane as renewable, "green" energy brings environmental and

energy benefits equivalent to eliminating the carbon dioxide emissions of 195 million barrels of oil a year. The Intergovernmental Panel on Climate Change (IPCC) has noted that landfill-gas recovery directly reduces greenhouse gas emissions.

Other industry initiatives include working with truck manufacturers to develop more fuel-efficient vehicles, investing in the development of alternative fuels such as biodiesel, compressed natural gas and ethanol, using renewable sources of energy such as solar to power compacting equipment, and placing solar panels and wind turbines on landfills to produce even more energy.

"Increasingly, the industry is relying on cleaner-burning fuels to power our fleet of 130,000 trucks," Parker said. "We're also looking toward hybrid

technology to further reduce greenhouse emissions and improve air quality."

Recycling and composting offer another important environmental success story, Parker said. The industry processed recycling for or composted slightly more than one third of all municipal solid wastes in 2007, conserving precious resources, protecting air and water from potential pollution and leading to a 2.5 percent reduction in America's total greenhouse gas emissions, according to the EPA.

"The solid waste industry is proud of its environmental achievements, but there is much more to do. Our collective efforts have made a difference, and we continue to raise the bar," Parker said.

## EPA approves plan for careful disposal of coal ash at the Arrowhead Landfill in Alabama

The United States Environmental Protection Agency (EPA) has approved the Tennessee Valley Authority's plan to transfer coal ash from the Emory River near the TVA Kingston removal site in Roane County, Tennessee, to the Arrowhead Landfill in Perry County, Alabama. EPA's Administrative Order on Consent with TVA requires that the coal ash from the

site be disposed of in accordance with the most stringent protective disposal standards for municipal solid waste landfills. The Arrowhead Landfill was selected because it meets and exceeds these standards.

TVA identified potential disposal sites for disposal of approximately 3 million of the total 5.4 million cubic yards of

ash spilled at the Kingston site, and submitted a disposal options analysis for EPA's review and approval. TVA received 25 proposals from potential disposal sites and, of those, three sites accessible by rail and four sites accessible by truck in Alabama, Georgia, Pennsylvania and Tennessee met screening criteria and were evaluated.

Arrowhead Landfill complies with all technical requirements specified by federal and state regulations. The landfill is permitted to accept waste materials such as coal ash and has the capacity to accommodate the anticipated volume of material. The landfill features a compacted clay liner and a high density polyethylene liner; a leachate collection system that gathers liquids and pumps them to the surface for treatment; and a protective cover. The landfill staff conducts regular groundwater monitoring, and plans to conduct air monitoring to ensure worker safety. Norfolk Southern has a direct rail line from the TVA facility to the landfill. Rail transport is preferred over truck transport because there is less potential for accidents, greater fuel efficiency and no burden on road traffic. In addition, the thickness and extremely low permeability of the Selma Chalk Group geologic formation beneath the Arrowhead Landfill provide for natural protection of groundwater.

The landfill is in an isolated area, located four to five miles from Uniontown, the nearest population center. The site has a 100 foot buffer that surrounds the landfill property. EPA and the Alabama Department of Environmental Management will conduct ongoing monitoring of the landfill to ensure it is operated properly.

For longer-term response actions, including the removal and disposal of the remaining 2.4 million cubic yards of ash from embayments and surface areas, the public will have an opportunity to review

and comment on proposed actions before decisions are made.

For more information about EPA's activities at the Kingston site, visit [www.epakingstontva.com](http://www.epakingstontva.com).

## Events Calendar

August 7th-9th

**Pennsylvania Automotive Recycling Trade Society's Annual Convention & Trade Expo.** Sheraton Harrisburg/Hershey, Harrisburg, Pennsylvania. 877-211-0266 • [www.parts.org](http://www.parts.org)

September 16th-18th

**14th International Congress for Battery Recycling - ICBR 2009.** Hotel InterContinental, Geneva, Switzerland. +41 62 785 10 00 • [www.icm.ch](http://www.icm.ch)

September 23rd-25th

**19th Annual Arkansas Recycling Coalition Conference & Trade Show.** Inn of the Ozarks Hotel & Convention Center, Eureka Springs, Arkansas. 866-290-1429

September 28th-30th

**Biopolymers Symposium 2009.** Embassy Suites Downtown Lakefront, Chicago, Illinois. 202-309-7296 • [www.biopolymersummit.com](http://www.biopolymersummit.com)

September 29th-October 1st

**The Green Expo 2009.** World Trade Center, Mexico City, Mexico. [info@greenexpo.ca](mailto:info@greenexpo.ca)

October 27th-29th

**Solar Power International 2009.** Anaheim Convention Center, Anaheim, California. 202-559-2032 • [www.solarpowerinternational.com](http://www.solarpowerinternational.com)

October 28th-29th

**Canadian Waste & Recycling Expo.** Vancouver Convention & Exhibition Centre, Vancouver, British Columbia. 877-534-7285 • [www.cwre.ca](http://www.cwre.ca)

November 5th-6th

**4th Asphalt Shingle Recycling Forum by CMRA.** Doubletree Hotel Chicago, Chicago, Illinois. [www.shinglerecycling.org](http://www.shinglerecycling.org)



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## INTERNATIONAL

## Arcadis launches landfill gas project in Brazil

Arcadis announced the opening of a third largest landfill gas (LFG) plant near Rio de Janeiro, Brazil, named Novo Gramacho. The opening coincided with the celebration of the International Environmental Day. The new plant will consolidate the leading market position of Biogas, a company in which Arcadis Logos holds 33 percent. In 2004, Biogas opened the Bandeirantes landfill gas project, followed by the Sao Joao project in 2007.

Novo Gramacho Energia Ambiental, in which Biogas has a 50 percent shareholding, owns the new facility. The plant was opened by the governor of the Rio de Janeiro State and the mayor of the City of Rio de Janeiro. Novo Gramacho has been developed to collect and burn the methane gas emitted in the Gramacho landfill where 2.4 million tons of urban waste has been buried every year for the last 30 years. The concession contract for the plant is valid for the operation of the Gramacho landfill for more than 15 years.

Biogas has invested in facilities to collect the leachate and the landfill gas produced by the biodegradation of the urban waste buried in the landfill. The landfill gas collected by Novo Gramacho is equivalent in energy terms to the residential consumption of natural gas of the city of Rio de Janeiro.

## European Commission sends Italy final warning over illegal waste landfills

The European Commission (EU) is pursuing legal action against Italy over breaches of EU environmental law on waste and waste water treatment. In the first case, Italy has been sent a final written warning that it could face fines unless it moves rapidly to close and clean up thousands of illegal and uncontrolled waste disposal sites across the country. Italy was condemned by the European Court of Justice (ECJ) in 2007 over the sites but has yet to take adequate measures to comply with the ruling. The second case relates to a failure to comply with obligations for the treatment of waste water. Some 500 towns and cities are listed as not having waste water treatment up to EU standards.

Environment Commissioner Stavros Dimas said, "Uncontrolled disposal of waste and untreated urban waste water present serious hazards, which is one of the reasons rules have been adopted by the EU to ensure the highest levels of protection for citizens and the environment. I urge the Italian authorities to take swift action to remedy the situation and fully implement EU environmental law."

In April 2007 Italy was condemned by the ECJ for a general and persistent failure to comply with its obligations under EU waste laws 1 due to the exist-

ence of thousands of illegal and uncontrolled waste tips.

The Commission sent Italy a first warning letter under Article 228 in February 2008. Article 228 applies when a Member State has failed to comply fully with an ECJ judgement. It gives the Commission the power, after issuing two warnings, to take the Member State to the Court a second time and to ask for fines to be imposed.

The information sent by the Italian authorities in response to the first warning letter indicates that the problem persists on a large scale and affects almost the whole national territory. While the Italian authorities have taken certain measures, such as screening some of the sites, the Commission concludes that, two years after the judgment of the Court, these are not sufficient to address the situation and resolve the systemic problem in the long term.

The Commission is sending a final written warning to Italy under Article 228.

This case is part of a wider approach to tackle systemic problems of illegal and uncontrolled waste disposal in Member States.

The Commission is sending a first written warning to Italy for failing to comply with EU legislation designed to

protect human health and the environment against pollution from waste water. According to the 1991 Urban Waste Water Treatment Directive 2, towns and cities of more than 10,000 inhabitants that discharge water into environmentally sensitive areas should have been equipped with a collection and treatment system meeting the most stringent quality standards (known as tertiary treatment) by the end of 1998.

Following an evaluation of information provided by Italy, the Commission considers that over 500 towns and cities do not comply with the directive. Italy has two months to respond. The Commission will then decide whether to issue a final written warning.

Article 226 of the Treaty gives the Commission powers to take legal action against a Member State that is not respecting its obligations.

If the Commission considers that there may be an infringement of EU law that warrants the opening of an infringement procedure, it addresses a 'Letter of Formal Notice' (first written warning) to the Member State concerned, requesting it to submit its observations within a specified period, usually two months.

# FINANCING

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# BUSINESS BRIEFS

## Cascades to acquire recycled tissue business

■ Cascades Inc. announced that it has reached an agreement with Atlantic Packaging Products Ltd. to acquire its tissue business for the price of approximately \$60 million.

Once completed, this transaction will enable Cascades Tissue Group to increase its annual capacity of recycled tissue by 55,000 tons, while augmenting converting capacity by close to 70,000 tons.

These assets are located in or close to Toronto, thereby increasing the number of Cascades employees in Ontario by 175 for a total of 2,175 employees in that province alone.

This transaction is subject to the usual conditions, including the approval of the Competition Bureau. The parties expect to complete the transaction within 15 days following the date such approval is obtained.

## Veolia names account manager of the year

■ Veolia ES Technical Solutions named Andy Jung the top account manager for 2008. Jung is a sales representative for Veolia ES Technical Solutions' Mountain Branch, which manages hazardous and non-hazardous wastes for a variety of industries including pharmaceutical, aerospace, biotechnology companies and universities.

The annual contest consists of an evaluation of the account managers' performance in six areas: revenues vs. budget, product line performance, receivables, new revenue, time management and report management. The sales manager from each of Veolia ES Technical Solutions' 12 branches nominates an account manager for the award.

Jung has been with Veolia ES Technical Solutions' Mountain Branch for two years as an account manager. His territory encompasses northern and western Colorado as well as Wyoming.

## Atlas Copco extends warranty on breakers

■ Atlas Copco has extended the warranty for light and medium hydraulic breakers to three years. The newly developed 1+2program offer is free of charge on all SB and MB range hydraulic breakers purchased after July 1, 2009.

"During the three-year period, maintenance according to the operating instructions is required," explains Jörn Weise, product line manager for Attachment Solutions at Atlas Copco Construction Tools. "The 1+2program is meant to protect the customer's investment and achieve a higher resale value."

The 1+2program offers a free-of-charge warranty extension, unlimited operating hours and includes the warranty coverage for the breaker's main components, including the piston.

"An online registration is needed to obtain the warranty extension," added Weise. "Customers can register at [www.1plus2program.com](http://www.1plus2program.com)."

## Tetra Tech acquires Bryan A. Stirrat & Associates

■ Tetra Tech, Inc. has acquired Bryan A. Stirrat & Associates (BAS), a Southern California-based consulting and engineering firm. BAS provides highly specialized landfill design, leachate and hazardous waste management, energy recovery, and groundwater protection services for municipal and commercial customers. BAS generates revenue of approximately \$40 million per year, and has a staff of about 150 located in six offices throughout California and Arizona.

Tetra Tech has worked with BAS on many high-profile landfill remediation programs including a 168-acre brownfield redevelopment near Los Angeles, California. The terms of the acquisition were not disclosed.

## RecycleBank and Routeware collaborate

■ RecycleBank announced that they are collaborating on a joint marketing agreement with Routeware, Inc., a provider of automated waste solutions. This agreement will offer municipalities and private haulers innovative technology that keeps recycling easy for residents and both fast and economically responsible for municipalities and waste haulers. This collaboration will allow communities and haulers to now be considered "RecycleBank Ready".

Routeware, Inc. has developed a waste solution that employs GPS technology that can accurately validate that a household has participated in the RecycleBank program. Trucks are equipped with an in-cab touch screen monitor to provide driver validation combined with GPS technology to correctly identify a household collection. No additional time is needed as this seamlessly works during the pick-up process. Information is then transmitted to RecycleBank servers and households receive their earned Points.

"Many municipalities already use a cart system to collect recyclables from households, so the Routeware solution becomes an easy way for haulers and communities to offer recycling with minimal added costs," said Scott Lamb, COO of RecycleBank.

## Titan takes on new Canadian trailer dealer

■ Titan Trailers has appointed Ocean Trailer, Inc., of western Canada, as exclusive distributor for Titan Trailers for the Provinces of British Columbia, Alberta, Saskatchewan and Manitoba.

Ocean Trailer was established as a trailer rental business in 1981. The firm later developed its sales business as an authorized dealer for a large United States-based trailer manufacturer. Ocean Trailer now represents several major trailer brands through five branches in British Columbia, Alberta and Manitoba. The firm's sales, leasing, rental and trailer service operations now employ more than 220 staff and has a rental/lease fleet of more than 8000 units.

# MONTHLY CROSSWORD

BY Myles Mellor

SOLUTION FOUND ON PG A26

### ACROSS

1. Ground up recyclable plastics
6. Diversion \_\_\_\_, a financial incentive provided to municipalities based on the tonnage diverted from the waste stream
10. Economics, (abbr.)
11. Magazine manager
12. Aussie bird
13. \_\_ deposit, requires a monetary deposit on beverage containers
15. Barrier designed to prevent the leaching of contents from a landfill
17. Angel's surround
19. Are we entering the \_\_ of conservation?
21. Weight measurement
23. Can with a steel body and an aluminum lid
25. Wire service
26. \_\_ from Waste, a recognized alternative process to reduction of recyclable materials
29. After-school social
30. Green \_\_ (band)
32. Loves to pieces
34. Martha Stewart accessory, probably
35. Cathode abbr.
36. Sports clothing maker
38. Description of a recyclable material that doesn't have anything attached to it
39. Notes
41. Fibrous material used to make paper
43. Morning mist
44. Roll call answer
47. Possess
48. A malleable alloy of iron and carbon that is 100% recyclable and usually has recycled content
50. A type of plastic used to make soft drink bottles and other kinds of food containers
51. Saturday, for short
53. Secure
55. Celestial being
57. Atmospheric pollutant
58. Yes, captain
60. That is, for short
61. Messaging system
62. Waste \_\_\_\_, a general term used to denote the trash output of an area
64. Make money
67. Mobius \_\_\_\_, the name given to the three chasing arrows symbol used to indicate a recyclable product
68. Sun to some
69. Lessen

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### DOWN

1. \_\_ derived fuel, fuel produced by separating, shredding and processing mixed wastes
2. \_\_-Fee, a fee paid by the consumer to assist with the cost of recovering and recycling certain materials
3. Parks and \_\_, perhaps (abbr.)
4. Plan
5. \_\_inking, process that removes inks, dyes or other contaminants from wastepaper
6. Mixed color, broken or crushed glass
7. Long period of time
8. In the matter of (2 words)
9. Throw out
14. Was in charge
16. Little thing
17. Aloha state
18. Electrical power measurement
20. Synthetic fabric
22. Paper that has been discarded in the process of manufacture in a paper mill
23. See ya!
24. This is used to make soft plastics such as grocery bags
27. Tortilla chip snack
28. Rating of waste into homogeneous categories by type and quality
31. Constellation near Scorpius
33. Compass point
34. Swiss mountain
37. Dick and Jane's dog
38. Hints
40. Kind of trip
42. This gas is generated by the fermentation of organic matter
43. \_\_ fuel, coal, petroleum, and natural gas, for example
45. Environmental watchdogs, abbr.
46. Sales associate
48. \_\_foam, the trade name given to a polystyrene foam product made by Dow Chemical Company
49. Hawaiian headwear
52. Arsenal stockpile
54. Has dinner
56. Marsh plant
59. Seafood selection
63. Formal address
65. Gold symbol
66. Cola brand



## BUSINESS BRIEFS

### GreenMan Technologies appoints board member

■ GreenMan Technologies, Inc., announced that Kevin M. Tierney, Sr. has joined the Company's board of directors. Tierney has also been appointed chairman of the audit committee.

Since 2006, Tierney has served as the president and chief executive officer of Saugusbank, a \$200 million, state chartered community bank located in Saugus, Massachusetts. In this role, Tierney works directly with regulatory agencies and industry associations on supervisory, oversight and legislative matters.

Prior to joining Saugusbank, he was executive vice president and general manager of BISYS Group's Corporate Financial Solutions Division, where he led the creation of a new business unit providing corporate banking services to Fortune 500 treasury departments as well as to the life insurance and health insurance industries.

Before that, Tierney was executive vice president and chief operating officer of Abington Bancorp, a \$1.2 billion, publicly traded bank holding company. At Abington, Mr. Tierney oversaw the acquisition of several banking franchises that expanded business lines and grew the company's footprint which, combined with organic growth, enabled the company to grow from a \$400 million to a \$1.2 billion company.

### Safety-Kleen opens branch in Central Illinois

■ Safety-Kleen has opened its Goodfield, Illinois, branch facility to provide customers in the Peoria, Bloomington and Galesburg metropolitan areas with industrial waste management services and a full-line of parts washing equipment and related services.

The Goodfield facility has 2,400 square feet of office and warehouse storage space but waste material will not be processed on-site. Instead, all collected waste materials will be transferred to Safety-Kleen's recycling center in Dolton, Illinois, for further processing.

### Sims Metal Management buys assets of Fairless Iron

■ Sims Metal Management Limited announced the acquisition of the assets of Fairless Iron & Metal, LLC (Fairless) in Morrisville, Pennsylvania.

Fairless, a full-service ferrous and non-ferrous recycler, operates two principal facilities including a state-of-the-art mega-shredder, non-ferrous recovery systems and a deep water port export facility.

Fairless processes approximately 60,000 tons of scrap metal per month sourced principally from New Jersey, New York, Eastern Pennsylvania and the inland United States via rail.

The financial terms of the transaction were not disclosed.

The transaction will be immediately accretive to the earnings of Sims Metal Management.

### Sunpower appoints new chief executive officer

■ Sunpower Incorporated, a developer of free-piston Stirling machines, is celebrating its 35th anniversary. Sunpower was originally incorporated in 1974 by its founder William Beale, inventor of the free-piston Stirling engine.

Sunpower has appointed Mark Schweizer as CEO and president of Sunpower. Schweizer comes to Sunpower with an extensive background in business strategy development and commercialization, most recently as vice president of Global Product Management and Marketing at Diamond Innovations, Inc.

### AbitibiBowater names chief restructuring officer

■ AbitibiBowater Inc., has appointed Bruce Robertson, a former senior managing partner at Brookfield Asset Management, Inc., as chief restructuring officer as they work their way out of bankruptcy proceedings.

The Montreal-based newsprint maker and recycler said Robertson will work closely with CEO David J. Paterson and the company's executive team.

Robertson managed more than \$7 billion in distressed private equity at Brookfield. Robertson will report to David Paterson, AbitibiBowater's president and chief executive officer.

### Covanta acquires Veolia's North American Energy

■ Covanta Holding Corporation announced that it has signed a definitive agreement to acquire from Veolia Environmental Services North America Corp., most of its North American energy-from-waste (EfW) business.

The transaction is expected to be accretive to Covanta. The purchase price of \$450 million, less net debt and minority interests (subject to certain other adjustments) will be paid in cash.

The Energy-from-Waste operations to be acquired consist of the following:

- Long Beach, California
- Dade, Florida
- Dutchess, New York
- Islip, New York
- Montgomery, Pennsylvania
- York, Pennsylvania
- Vancouver, Canada

It is expected that the entire transaction will close by year end. However, the closing of the transaction may occur in stages and is conditioned upon receipt of customary regulatory and other approvals or consents. The failure to obtain certain approvals or consents may result in the removal of certain businesses from the transaction and a related price reduction.

Each of the seven EfW businesses to be acquired includes a long-term operating contract with the respective municipal client. In addition, Covanta will acquire a majority ownership stake in the Montgomery Pennsylvania facility and a related transfer station operating contract. Collectively, these seven EfW facilities process approximately 3 million tons of waste per year. The acquired businesses compliment Covanta's existing portfolio, which includes operation of 38 EfW facilities that process approximately 17 million tons of municipal solid waste annually.

Covanta expects it will achieve meaningful synergies by leveraging its scale, operational expertise and in-house maintenance capabilities. Force reductions are not anticipated at the operating facilities, which employ approximately 500 people. This acquisition is expected to add approximately \$60 million of operating cash flow during 2010.

### Hirschmann names ECS managing director

■ Hirschmann Automation and Control, Inc. (PAT) Chambersburg, Pennsylvania has named Cleveland Parker managing director of the ECS Division for the Americas. In his new position Parker is responsible for the ECS business' sales and operations in North and South America. Hirschmann's ECS Division supplies information, monitoring, and control systems that meet OEM and aftermarket requirements in lifting applications.

Parker brings 20 years of experience in building products, information & media and distribution. Recently he held sales executive positions with Beacon Supply and McGraw Hill Construction.

### Johnson Controls plans to build new recycling center

■ Johnson Controls Power Solutions located in Milwaukee, Wisconsin, has announced that it will invest \$100 million to build an automotive battery recycling facility in South Carolina.

The Florence County Economic Development Partnership indicated that Johnson Controls, Inc. will develop approximately three acres on a 270 acre site in Florence.

According to Alex Molinaroli, president of Johnson Controls Power Solutions, the facility will be "the most innovative battery recycling operation in the world".

### Hendrickson joins EPA Transport Partnership

■ Hendrickson announced that four of its divisions, Truck Suspension Systems, Trailer Suspension Systems, Auxiliary Axle Systems and Bumper and Trim, have joined the SmartWay Transport Partnership. This is an innovative collaboration between the Environmental Protection Agency (EPA) and the freight industry, designed to increase energy efficiency while significantly reducing greenhouse gases and air pollution.

Hendrickson will contribute to the Partnership's goal to reduce 33 to 66 million metric tons of carbon dioxide and up to 200,000 tons of nitrogen oxide per year by 2012 by improving the environmental performance of our freight operations.

Launched in February 2004, the SmartWay Transport Partnership aims to achieve fuel savings of up to 150 million barrels of fuel per year.

### First Uranium Corporation appoints new CEOs

■ First Uranium Corporation has appointed Scot Sobey as chief operating officer (COO) of Chemwes, the wholly-owned subsidiary of First Uranium that operates the Mine Waste Solutions tailings recovery project and John Gould as acting COO of the Ezulwini Mining Company, the wholly-owned subsidiary of First Uranium that operates the Ezulwini Mine. These appointments are part of an organizational re-structuring to appoint a single leader at each operation with the intent of ensuring that the Company achieves its critical production growth milestones.

Prior to this appointment, Sobey has been serving as First Uranium's vice president, business development, having been appointed to that position in February 2007. Sobey's background lies in management consulting and project management.

John Gould has served as First Uranium's vice president, exploration and technical services since he was appointed to that position in February 2008. Gould has held a variety of positions with South African mining companies, and until October 2007, served as managing director of Platinum Group Metals Limited, a developing junior mining company.

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### KWIKLIFT HOIST INCORPORATES NEW SAFETY FEATURES

The KwikLift roll-off hoist has been re-introduced in 2009 with new safety features not found on other roll-off hoists.

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### S+S INTRODUCES NEW SCRAP INDUSTRY METAL SEPARATORS

S+S GmbH has introduced a new generation of inductive metal separators. The machines are available with sorting widths of 500 – 3,000 mm. Based on new sensor technology, the two models – the entry model Eco and the Precision model with highest sorting accuracy, offer image processing and detection of concentration of parts to be sorted.

A purpose-made model was developed for the scrap industry which includes a precisely-adjustable soffit and variable air jet direction: from top to bottom or vice versa.

**S+S Separation and Sorting Technology GmbH**  
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Germany  
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www.sesotec.com



### STELLAR INTRODUCES THE CABLE75 CABLE HOIST

Stellar Industries has introduced the Cable75, a 75,000 lb. capacity cable hoist. Through innovative design, Stellar has decreased the shipping weight to 4,400 lbs., which increases payload up to 1,700 additional lbs. over the previous SI60 model.

Other features include a 47-degree dump angle, fewer cylinders and seal kits to maintain, improved cable routing, use of stainless steel pins, grease zerks and bushings, and the use of wear strips.

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## Toyota dubbed most 'American' car maker

Cars.com announced the rankings in its annual American-Made Index, which ranks the most-American vehicles based on percentage (by cost) of their parts that are made domestically, where they're built and how popular they are among American buyers. This year, the Toyota Camry shot to the top of the list, dethroning the five-time winner, the Ford F-150.

In addition to grabbing the number 1 rank, Toyota saw its Sienna (number 6), Tundra (number 7) and Venza (number 10) also make their way onto the list, lifting the Japanese automaker's count above all other manufacturers. This year, Detroit automakers claimed 5 of the 10 spots, a record low on Cars.com's index.

"This year was unique for our index, to say the least," said Patrick Olsen, Cars.com editor-in-chief. "The difficult sales environment and changes in cars' domestic parts content – both important factors in our index's equation – played a huge role in how the rankings changed from last year."

In keeping with American-Made Index methodology, Cars.com excluded any models scheduled to be discontinued without a clear successor. That carried stronger implications this year, as most Pontiac models – including the G6, a longtime index mainstay – became ineligible. Another GM mainstay, the Ohio-built Chevrolet Cobalt, saw its domestic parts content rating drop significantly, ending its three-year run on the list.

General Motors still takes three slots, with the Chevrolet Silverado and GMC Sierra 1500 pickups showing strong domestic parts content ratings. The popular Chevrolet Malibu ranked third, thanks in part to its 80 percent domestic parts content and steady sales.

The Alabama-built Honda Odyssey increased slightly in domestic parts content, up to 80 percent this year, which played a large role in its elevation to the number 4 spot. Another

See AMERICAN MADE, Page 3

# Remanufactured auto parts: A good business gets better

by MIKE BRESLIN

mbreslin@americanrecycler.com

Americans are keeping their cars on the road longer than ever before. This was confirmed in March in a study by R.L. Polk & Co, a provider of global automotive information. According to Polk, the median age of passenger cars in operation in 2008 was 9.4 years, a record high. That means if a new car was bought and driven 12,000 miles per year (about average), Americans are clocking an average of 112,800 miles before selling or trading.

"The current economic environment, coupled with high gas prices last spring and summer, have resulted in consumers delaying purchases of vehicles because their discretionary income has fallen," said Dave Goebel of Polk's aftermarket team. "Based on the uncertainty of what the future holds, consumers are trying to keep their current vehicles running longer, until their confidence improves."

Polk analysts also anticipate that in bad economic times, the threshold of repair costs may increase. Consumers could feel as though paying a repair expense to keep the vehicle going for a year is more sensible or affordable than a monthly vehicle payment over an extended period of time.

Americans may be addicted to that new car smell, but hanging on to the old one and keeping it in good, safe running order is a smart way to stretch a budget, regardless of the economy. If properly maintained, vehicles can run for hundreds of thousands of miles and rebuilt parts are crucial to longevity.

A recent review conducted by the National Highway Traffic Safety Administration (NHTSA) of 1,446 fatal accidents from 2001 and 2006 found that in an alarming 255 instances – almost 18 percent – airbags that should have been replaced following deployment in a previous crash were missing. This data points to



PHOTO COURTESY OF MIKE BRESLIN

During the restoration of the author's 1981 Chevy pickup, many rebuilt parts were utilized. Rebuilt and remanufactured parts are key to keeping maintenance costs down for older cars.

No one actually knows the size of the domestic rebuilt or remanufactured parts industry, words that are interchangeably used to describe it. The last and perhaps only formal survey was conducted by Boston University in 1996. It indicated the United States market at a total of \$52 billion, of which \$36 billion was automotive parts. "Some people estimate that the entire United States remanufacturing industry today may be \$75 to \$100 billion, with automotive being two-thirds of that," said Bill Gager, president of the Automotive Parts Remanufacturers Association (APRA). APRA is a non-profit international trade association of over 1,000 members

that rebuild or remanufacture most of the hard parts for car, truck, off-road, marine and industrial equipment applications.

According to Gager, his industry has changed dramatically over the past dozen years as illustrated by the size and composition of APRA's membership. Through numerous consolidations over that time, APRA membership has gone from over 2,000 to a little over 1,000 today. This happened for a number of reasons. Many rebuilders were small, privately owned family operations and when owners retired they sold off to larger companies. Secondly, as the industry

See REBUILT PARTS, Page 3

## Recycled airbag modules found to be safe

a significant issue of ensuring that individuals who complete vehicle collision repairs and insurance total loss vehicle rebuilds restore critical safety components as part of the repair and rebuilding process. Airbag omission (the practice of repairing vehicles without replacing deployed or missing airbags) is a serious problem with real

negative consequences for the safety of American car owners.

Some associations have voiced support for the reuse of non-deployed airbags which have met specific industry standards and claim that those evaluated, recycled airbag components are a safe, economically-smart repair

See AIRBAGS, Page 6

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## A Letter from the Editor

Dear readers,

Anyone here have a spare \$28,400? Because according to the Federal Trade Commission's website, that's the average cost of a new car in the United States for 2009.

Cash for Clunkers legislation is rewarding the folks who have the means to purchase a new vehicle, while failing to take into consideration those that don't. And let's be honest – in the current economic climate of failed bailouts, corporate shenanigans and rising unemployment, the number of people who cannot afford the cost of a new car is almost certainly higher than in previous years.

In my opinion, this legislation seems to work more in favor of the big car manufacturers than in the interest of the consumer (or anyone else for that matter). Do those in the market for a new car benefit? The answer is 'maybe.' There are stipulations regarding differences in MPG that dictate whether the consumer gets a discount or not. So if you already drive a hybrid, there's no discount for you.

Do car manufacturers benefit? Sure. If the legislation pushes even one consumer over the purchasing fence, that's one more car sold that might not have been otherwise. It certainly doesn't seem to hurt them.

But what chafes me is that I've already given the car companies (not you Ford – I still respect you) my money. My tax dollars went towards staving off bankruptcies that happened anyway. Additionally, I'm not in the market for a new car. Where's the benefit to me?

As I see it, there is none. With legislation restricting which recycled parts I can find to repair my vehicle, I've been severely inconvenienced at best, and made poorer (or even car-less) at worst. And while a compromise may have been reached on restricted parts, a restriction is a restriction, and if I need a restricted part, apparently I'm out of luck.

Really, it's just another ill-conceived policy amongst a rash of ill-conceived policies that the Federal government has spewed forth lately.

I'd like your opinion. I'm lucky – I'm permitted a monthly column through which I can inflict my thoughts upon American Recycler's readers. Since most of you probably don't have your own columns, I'm inviting you to write me. Send me your thoughts and opinions. And if you're particularly persuasive, I'll see to it that your opinion is published alongside mine.

As a final thought, to those of you who may have taken my advice last month, come find American Recycler on Facebook. Our fans get updates and photos, plus, I'd love to discuss thoughts and opinions on the Fan Page Forum.

So talk to me. I don't care if it's via snail mail or the world wide web, but fill me in on where you think this nation is headed.



Dave Fournier  
david@americanrecycler.com

# Long-term funding sought for mercury switch removal program

by IRWIN RAPOPORT

irapoport@americanrecycler.com

The extremely successful National Vehicle Mercury Switch Recovery Program (NVMSRP), which has so far recovered more than 2 million mercury convenience light switches from vehicles, will soon be in need of stable long-term funding, said Steve Levetan, a member of the Automobile Recyclers Association (ARA) Legislative Committee.

The NVMSRP, a voluntary program, was created on August 11, 2006 and went into effect on September 10 of that year. The program created a \$4 million fund for a three-year period that covers all mercury switches, but concentrates on convenience lighting mercury switches. It will accept and pay for anti-lock brake switches at \$6 rather than the now \$4 for convenience lighting switches.

"It was funded initially by the auto industry and the steel industry – each put \$2 million into the program," said Levetan. "That funding is about to run out, and we anticipate that will be towards the end of the summer. It's in all of our interests to continue the program and continue to build on the successes of it."

Auto recyclers are paid \$4 per switch removed. Levetan is concerned that fewer switches will be removed once the bounty is no longer paid out.

"Some people will simply stop removing the switches due to the economic realities of the day," he said.

The removal of mercury switches is connected to the Cash for Clunkers legislation.



Former EPA administrator Stephen Johnson pulls the one millionth mercury switch as Pull-A-Part senior vice president Steve Levetan looks on. The incentive fund for switch removal may soon be exhausted.

"The bill requires that vehicles be properly handled environmentally and specifically, there is the removal of anti-freeze, lead products and mercury switches," said Levetan. "Unfortunately, the funding for mercury switch removal will end when the Cash for Clunkers program kicks in. We have proposed that Congress fund the incentive program under the NVMSRP."

He added that none of the stakeholders, from government to auto recyclers, want to see the mercury released into the environment and that recent discussions with members of the House of Representatives and the Senate have resulted in support for a federal funding initiative to continue the removal program.

"Unfortunately this was brought in to them too late to get it put into the Cash for Clunkers legislation that was signed into law last June," said Levetan.

The call for federal funding has been endorsed by the members of the NVMSRP who are allowed to make endorsements as the ARA, ISRI (Institute of Scrap Recycling Industries, Inc.) and AISI (the American Iron and Steel Institute). The United States Environmental Protection Agency and the Environmental Council of the States (ECOS) – environmental regulators at the state level – cannot endorse such funding requests.

Having a secure, non-contaminated feedstock is essential to the steel industry, which is a major consumer of recycled steel products. The key is to prevent mercury-laden shredded steel from entering electric arc furnace (EAF) steel mills where the mercury in those switches may be emitted into the atmosphere during the steel manufacturing process, and potentially place the public at risk of mercury pollution.

The automobile manufacturers also realize their role in ensuring that mercury switches are removed, which

is why they are going to continue their role in the End of Life Vehicle Solutions program. The industry supplies buckets in which to place the mercury switches, collects the switches and recycles them.

While auto recyclers did not create the mercury switch problem, they are the first line of defense in dealing with this environmental hazard and nipping it in the bud.

"We agree and members of Congress that we have spoken to also agree," said Levetan. "We're very optimistic that we will have the opportunity to have funding for this included in some subsequent piece of legislation – hopefully much sooner than later."

Levetan, senior vice president with Atlanta, Georgia-based Pull-A-Part, LLC, said that his company has removed and recycled over 70,000 of the 2 million-plus switches that have been removed nationwide.

Each switch contains about one gram of mercury and while the amount may be small, Levetan said the impact is enormous.

"One gram is enough to contaminate 132,000 gallons of water above EPA drinking water standards," he said. "This is something you don't want to fool around with. We were all collectively remiss in getting it to Congress's attention sooner, but everybody seems to understand the importance of this."

Mercury is a PBT – a persistent, bio-accumulative (additional mercury combines with mercury already in the environment), toxic substance. It can cause learning and other difficulties in young children and may also cause neurological problems in children and adults.

The goal is to secure between \$20 million and \$40 million to continue the program until its scheduled conclusion in 2017.

See SWITCH FUND, Page 5

### Upcoming Section B editorial focus topics:

ISSUE	CLOSE	FOCUS	2009
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OCT	9/17	Non-ferrous Metals	
NOV	10/16	C&D	
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# 'Cash for Clunkers' modifications ease ramifications to auto recyclers

by BRIAN R. HOOK

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Steady and improving is how John Fischl describes the auto recycling industry. The president of Riteway Auto Parts in Phoenix is seeing an increase in sales and repairs as consumers hold onto their old cars longer in response to the economic downturn.

The improving economic environment for auto recyclers could be in jeopardy, however, because of a \$1 billion federal program that is designed to help offset the cost of new car purchases. The program, referred to as "Cash for Clunkers," and which the National Highway Traffic Safety Administration (NHTSA) calls the Car Allowance Rebate Systems (CARS), would provide a voucher of up to \$4,500 to customers who trade in their gas guzzlers for a new car.

Auto recyclers fought hard to change the Consumer Assistance Recycle and Save Act of 2009 bill before it was signed into law by the president in June. One of the original versions of the bill contained clauses that would have removed recycled auto parts and components such as engines and drive train parts from auto recycler's inventories.

"The automotive recycling industry opposes any Cash for Clunkers legisla-

tion that bypasses the recycler and forces vehicles to a shredder or prevents the auto recycler from selling drivetrain components and restricts access to those parts for the American consumer," said Fischl before a compromise with the industry was hammered out.

"Fewer auto parts available for repairs mean higher prices and fewer options for consumers. The repairer, the recycler and especially the consumer will suffer without the ability to keep that older vehicle running properly if affordable parts are not available."

The industry's national association, the United Recyclers Group, based in Centennial, Colorado, helped convince legislators to allow auto recyclers to resell the drivetrain components, except the engine block. Fischl said the program would be better if there were no exclusions for any recycled parts. But because of the compromise, he is now taking a neutral position. "We will have to wait and see what it does," he said.

The compromise also changed the view of Bill Abold Jr., owner of A&P Auto parts in Cicero, New York. "The issue I had before was that the little guys, who would not be able to afford a new car, would have a limited chance to repair their current car with so much of

the products being destroyed," instead of recycled and resold," Abold said. "I still feel this bill is only going to help those who can afford new products."

Abold originally said the legislation is going to hurt low-income consumers. "Those are the guys that drive 10 year old cars that need affordable, recycled parts to keep their cars moving," he said. "When they pull those cars out of the main stream process, what it is going to do is cause those cheap parts to be expensive parts."

Any gains made by the auto industry will be at the expense of the auto recycling industry, said Michelle Alexander, executive director of the United Recyclers Group, in a statement before the compromise. "The auto recycling industry will feel the pain most immediately, because our supply of auto parts will decline, and that means prices will climb and the cost of auto repairs nationwide will be driven upwards," Alexander said.

The NHTSA has 30 days after signing by President Obama to announce the final details of the Car Allowance Rebate System program. According to www.cars.gov, the NHTSA was expected to issue their final rules around July 23.

## American made

■Continued from Page 1

er newcomer, the Ford Taurus, boasts an impressive 90 percent domestic parts content, the highest of any vehicle on the list.

"In today's global economy, there's not an easy way to determine just how American a car is," Olsen said. "Most cars built in the United States, for example, are assembled using at least some parts that come from somewhere else. Cars.com's American-Made Index helps consumers identify the most-American vehicles based on production location, percentage of domestic parts content, and American sales volume for each vehicle."

The Cars.com American-Made Index is an annual ranking of vehicles deemed most American based on American production, percentage of domestic parts and American sales volume.

Domestic parts content is based on data that appears alongside the window sticker of new cars as a result of the American Automobile Labeling Act, enacted in 1994. The AALA mandates that virtually every new car display the percentage, by cost, of its parts that originated in the United States and Canada. Only those vehicles with a domestic parts content rating of 75 percent or higher are eligible for the American-Made Index.

## Rebuilt parts

■Continued from Page 1

grew and became more sophisticated, larger companies offered the benefits of broader market coverage and the economies of larger scale operations that made them more cost and service competitive than smaller ones. "Our association is about half the size it used to be in terms of numbers of members, but those fewer members are much larger operations," Gager explained.

Today, the rebuilding business is good, and even flourishing in certain areas. "The people who are doing well these days are the independents that are servicing vehicles because consumers are not buying new," said Gager. "Conversely, things are slow for those remanufacturing for the car companies because new cars are not selling. They may be doing the service work, but things are in turmoil there. Some are not getting paid in a timely fashion because of the mess going on with Chrysler and GM. Part of our industry is doing great and the other part is doing fair."

A good example of a local, independent automotive rebuilder is Rayelco Generator Company in Lodi, New Jersey.

At one time, Rayelco provided rebuilt parts for over 40 auto parts stores, but as local, independent parts dealers were bought out or driven out of business by large national chains, that business disappeared for Rayelco. "What's happened in our business is you can sell less and make as much. People like us don't need the auto parts stores anymore. If an auto parts store came to me and asked me to do their work, I'd say I'd like to help but I can't do it. I would have to give a wholesale price, absorb the costs of pickups and deliveries and I make nothing," Hugh said. Today, over-the-counter to the general public, gas stations, mechanics, repair shops and garages are Rayelco's primary customers.

Since the financial meltdown last fall, Rayelco's business has been off, but it has picked up since then as a lot more individuals are coming through the door. "I think it's going to continue in that direction only because they are not buying new cars, they have to fix their vehicles and they have to come to us. Where else are they going to go?" Hugh wondered.

"The electronic side of our business is really mushrooming...all the electronic

components and megatronics that go on a vehicle," said Bill Gager of APRA.

Every model year there are more and increasingly complex electronics being incorporated into vehicles. "They are so expensive new and in many cases we will see a future where remanufacturing is the only option because OEM's are not going to keep all those parts around for the next five or ten years. They are just not going to do it because it will be too expensive," Gager predicted.

Consider that the average vehicle may have anywhere from 10 to 15 electronic modules, and luxury vehicles may have up to 60. These components often have to be reprogrammed in order to function as a replacement.

"The new BMWs have almost 100 different electronic control modules communicating with each other," said Lesia Defelice, CEO of ProgRama in Boca Raton, Florida. Her company remanufactures electronic control units for BMW, Mercedes Benz, Volvo, Porsche and Saab. ProgRama works through a number of distributors around the world that service independent repair shops. "The state of our business is very healthy and we expect the trend to proceed as cars

are staying on the road longer. And, as we become familiar with the new technology we expect substantial growth," she said.

"We offer about 10 percent more in new products every year," said Defelice. In order to remanufacture over 150 part numbers, ProgRama had to make an investment in each one. First it has to reverse-engineer the schematics of the unit. Next it has to repair several sample units to establish a repair procedure that is documented by ISO standards. And before shipping, they have to test every possible function of each control unit.

"The energy saved by using a remanufactured product over a new product is about 85 percent and collectively that can be a huge number, millions of barrels of oil," said Bill Gager of APRA. "This is an important, synergistic aspect of recycling automotive parts: we avoid mining, transporting, smelting and manufacturing millions of parts while significantly extending the lifespan of our vehicles. In addition to the conservation of energy, raw materials and land fill space, remanufacturing automotive parts is labor intensive and creates jobs."



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# EQUIPMENT SPOTLIGHT

## Engine pullers

by MARK HENRICKS

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The automobile recycling business runs on the knowledge that cars that have outlived their usefulness as a means of transportation still have value as sources of recyclable materials. But while nearly every junked car is worth something, some parts of the car are worth more than others.

Engines and transmissions are among the most valuable parts of many older cars, so scrap yards commonly remove these large components from



S.A.S. of Luxemburg, Ltd.

automobiles for separate sale or processing before crushing or shredding the bodies and other parts. The problem is that engines and transmissions are exceptionally hard to remove. And that's where today's engine pullers come in.

Engine pullers are attachments for wheel loaders that use the vehicles' weight and a hydraulic system to pin down a car, grapple the engine and then forcibly yank it loose from motor mounts and other attachments. The concept seems brutally simple, yet the development of today's engine pullers has required decades of trial-and-error experimentation.

Recyclers initially removed engines from scrap vehicles the same way they were installed, with wrenches. Some tried burning through connections with a cutting torch, then prying the engines out with one tine of a wheel loader's fork. "It was real primitive methodology," said Paul Secker, president of S.A.S. of Luxemburg, Ltd., an engine puller manufacturer in Luxemburg, Wisconsin.

Primitive or not, cutting with a torch and prying with a fork did remove engines and transmissions, and it was faster than detaching the compo-

nents with a wrench. But the process was cumbersome, resulting in low production throughput. It was also dangerous and costly.

"You have fire hazard, and you have risk of injury to the people if you have someone lying under a car torching motor mounts," said Secker. "It's a very expensive method to remove the motors, because you're buying oxygen and acetylene." The technique was hard on equipment and required multiple people to get involved with every engine removal.

Later, recyclers tried skipping the torch step and simply prying at the motor and transmission with a wheel loader fork until the connections snapped and the desired parts fell out. Some still do it this way, despite the low production level, clean up problems and requirement for two operators – one on a wheel loader and one on a skid steer – required to remove and transport the motors and transmissions.

In the 1970s, recyclers began using forks modified with a set of claws or teeth that were used to reach down and snag the engine before using the wheel loaders' weight and hydraulic force to jerk the motor from its attachments.

Next, the vertical engine puller represented a dramatic improvement over previous technologies. These devices grabbed engines with claws operated by hydraulic pressure, then pulled the engines straight up from the car body. However, installation required major modifications to the typical wheel loader hydraulic system, forcing recyclers to take their wheel loaders out of service for a week or more. "Just physically installing it carried a huge price tag," said Secker.

After a few more incremental improvements, S.A.S. came out with its Scorpion engine puller. A recycler can

install this attachment at the yard, with no modifications to the hydraulic system, and be pulling engines in a few hours, Secker said. The design features high operator visibility, because the support pillars are widely separated, allowing a straight view into the work-space.

The improvements allow a single operator to pull an engine in seconds, rather than minutes. And the machine works equally well with transmissions. Once removed, the component is securely clamped in the jaws of the puller, ready to be placed in a pile or carried across the yard and loaded into a trailer.

"The desire is to get the motor and transmission out the first time," said Secker. "You don't want to have to go back to that car a second time." The Scorpion's serrated clamping jaws and hinged pulling action remove large, valuable car parts in one tug, with minimal mess. Operator training is minor, Secker said, and the entire operation can be carried out by a single employee.

Since introducing the Scorpion, Secker has seen the market embrace it more enthusiastically than the company's other engine puller models. "The one with the highest level of interest is the Scorpion engine puller," he said.



C&C Machining, Inc.

"That's gotten the most positive response out of any engine puller we've ever built or seen on the marketplace."

Secker sells S.A.S. engine pullers to scrap yards and other customers in the United States, Canada, Europe, the Middle East and Australia. While the



Pemberton, Inc.

acceptance of the new model, which was eight months in development, has been encouraging, he said S.A.S. is forging ahead with plans for a second edition.

"We have a mini-Scorpion in design right now," he said. "It's basically going to be a mirror image of what you see now, but it's going to be built for smaller wheel loaders." The present Scorpion weighs over 6,000 lbs. by itself and is intended for wheel loaders that are 28,000 lbs. and heavier. "It's a heavy attachment, but it's built for long-term use," Secker said.

The smaller Scorpion was conceived because many potential customers have smaller wheel loaders. "They want this tool, because they can see it's going to increase their revenue dramatically," Secker said. "But the full-size one is much too large to use with a smaller wheel loader. So we're hoping in the next 30 to 90 days to roll out the mini-Scorpion. That'll open up a lot more opportunities."

### Manufacturer List

**C&C Machining, Inc.**  
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**Pemberton, Inc.**  
Mike Duffy  
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# Switch fund

Continued from Page 2

“In the context of the \$1 billion for the Cash for Clunkers legislation, it is a very small amount to dedicate to a very important environmental issue,” said Levetan, who noted that cleanup efforts to remove mercury from contaminated areas such as lakes, rivers and land-based sites far exceed the cost of funding the removal program. “You can’t put a price on the damage that mercury can do once it is released into the environment and ingested into the whole ecosystem.”

The issue was raised during ISRI’s fourth annual Fly-In (held on June 17) to Congress to lobby for legislative issues on Capitol Hill. The recent lobbying effort had nearly 100 ISRI members visit more than 185 Congressmen.

According to ISRI, “ISRI members asked members of Congress to include funding for the mercury switch removal program. This vital program has resulted in removing switches and minimizing mercury going into scrap intended for steel mills. Every member of Congress was receptive to this funding proposal, and ISRI will ramp up efforts to achieve this funding in the very near term.”

Steel manufacturers have a major role in the program, which calls for them to assist in outreach and build awareness among the “steel scrap supply chain.”

“Steelmakers, according to the NVMSRP,” stated in an ISRI press release, “are to work with ISRI to assure that any scrap work practice standards or other programs implemented in accordance with the NVM-SRP take into account market and technological factors and do not create unreasonable or unworkable certification requirements for scrap processors.”

The program also states that participation “may be a compliance option for steelmaking facilities to reduce mercury in scrap feedstock” by developing and implementing scrap work practice standards.

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# URG joins partnership, supports recycled rides

The United Recyclers Group (URG) has announced support for the 'Recycled Rides' program, a community service initiative of the National Auto Body Council (NABC). In Recycled Rides, all segments of the auto salvage and collision repair industries come together to fix up and donate working automobiles to selected families in need in cities across the nation. The goal for the 2009 program is to refurbish 140 vehicles, all simultaneously donated to deserving families

selected by local human service agencies, on November 23, 2009, the Monday before Thanksgiving.

Said Michelle Alexander, URG executive director, "What Recycled Rides does by providing restored vehicles for less fortunate families across the nation is outstanding. With this new partnership, URG members will now have the opportunity to get involved in an important way, by donating parts for vehicles being repaired and prepped for donation in their area."

Now in its third year, Recycled Rides began with just seven vehicles repaired and donated in the first year. But the program has experienced twenty-fold growth in just two years, a sure sign that the concept behind it is good and fills a need. According to Recycled Rides chair Michael Quinn, the long-term goal for the program is 500 vehicles donated per year, and he thinks this is doable sooner rather than later.

"As this program grows, stakeholders like URG and their members will see the value of getting involved," said Quinn. "It also shows what is possible when all facets of the auto salvage, collision repair, and insurance industries come together with a common vision to make a difference in our communities. Even though a few families actually get new rides, we all come out ahead."

## A Closer Look

by Donna Currie

### Iron Ax

John Kitchens • 877-247-6629

John Kitchens started his career at Iron Ax about thirteen years ago, and although his title is vice-president, he said, "We're not all that huge, so you have to wear a lot of hats."

Besides the usual management and compliance work, Kitchens does a lot of sales and added, "If it involves a computer or paper, it's my job." He even designed the computer programs that are used at the company's scales. "The only thing I don't do is engineering."

With a degree in accounting, Kitchens started his career as a CPA, and then became a financial analyst and metals buyer before joining Iron Ax.

The company, in its current incarnation, has been in business for about 20 years, according to Kitchens. But forty years ago the owner, Charlie Hall, started in the car crushing business. Then, about 20 years ago, he needed a shear. After shopping around, Hall realized that none of the shears currently being manufactured were exactly what he was looking for. So, he designed his own.

Hall brought the shear to a job site and when a customer saw it, he asked where he could buy one for himself. Hall built another and sold it to him. "Then the phone started ringing," Kitchens said. "That was the birth of Iron Ax." About a year later, the company split into two entities – one for equipment manufacturing and sales, and the other for scrap processing.

Despite the split, the companies work closely together. For a few years, the manufacturing was done in a warehouse on scrap yard property. When it moved, it didn't move far. Now the manufacturing is done across the street from one of the yards.

Today, the company owns four scrap yards and manufactures and sells all sorts of equipment for scrap processing. One of those is the EnviroRack, which is a one-man-operated piece of equipment used for draining fluids from cars that are slated to be recycled. While there are similar products on the market, Kitchens said, "We were the first ones to come up with it."

What's unique about Iron Ax's products is the testing involved. Kitchens said that the products are used in their own yards for a minimum of two years before they are marketed. Buyers know that the products perform in the real world, and not just on the drawing board. The company also sells other manufacturer's products and custom-designs and modifies equipment to customer specifications.

Among other innovations, Kitchens described a grapple that was designed to work underwater. It was used to clean up damaged oil rig material off the seabed, about 150 miles off the coast, after Hurricane Katrina. The underwater grapple was controlled remotely from the ship above.

Kitchens said that one of the biggest challenges lately has been the economy. He said that from January through September last year, it was "a banner year" and the company looks forward to continued growth if business presents itself.

He said that the hardest thing to do is to get people past the fear of spending money. "We're not afraid to spend some money to make it," Kitchens said. "It's a risk, but you've got to take it." It seems that customers are starting to realize the same thing, and the company experienced a recent bump in sales in a three-day period that was better than the previous three months.

Still, there's some uncertainty. Kitchens said that people are in a "watch and see mode," being cautious and waiting to see which way the economy is headed. "This is not a moneymaking year," he said, "This is a 'hold on to it' year."

The good news is that the company is debt-free and "we're still here when a lot of people aren't." He also said that the company has been able to find enough for the current workforce to do, so when things get better, they will be ready. "When scrap metal prices go up, we do great," he said. "We have to have some confidence."



— John Kitchens

## Airbags

Continued from Page 1

alternative to restore vehicles to their pre-accident condition. "The use of these evaluated components is a cost-effective option for a consumer," said Michael E. Wilson, executive vice president of the Automotive Recycler's Association (ARA), "but, more importantly, extensive research and years of experience have proven them as a safe alternative as well."

Lacking any statistical information, some industry groups continue to push arguments regarding the use of recycled airbag modules. These groups continue to rely essentially on personal opinions rather than on any specific technical analysis. A look at comprehensive safety tests on non-deployed OEM air bags conducted by Garwood Laboratories, Inc., Pico River, California (in accordance with SAE Inflator Restraints Standard SAE J1630 and Manufacturers Deployment Standards) reveals that recycled airbag use is indeed a solid alternative that protects the American consumer.

Based on this scientific data combined with years of real world experience, the ARA stands by the use of non-deployed, recycled OEM airbags as viable, economical, and safe alternatives to the use of new, more costly OEM airbags. In fact, recycled airbag modules are currently being used in insurance collision repairs in parts of Canada. Both the Insurance Corporation of British Columbia (ICBC) and Saskatchewan General Insurance (SGI) have been successfully using recycled airbags in repairs for many years. The test conducted by ICBC compared recycled and new air bags. The mix consisted of recycled airbags from domestic and Japanese manufacturers. New Ford, General Motors, Chrysler and Honda airbags of the same application as recycled ones were purchased from local dealerships for comparison to the recycled ones. The results of the test were that effective April 2001, ICBC and body shops began utilizing recycled previously undeployed airbags supplied by ICBC/ARA "certified" Automotive Recyclers.

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# Designing vehicles with recycling in mind

by IRWIN RAPOPORT

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When designing cars and trucks, many considerations must be taken into account and in some cases, some compete with one another.

However, in the case of the end-of-life stage of vehicles, automobile manufacturers and auto recyclers are working together to come up with solutions to create vehicles better designed to promote recycling and better servicing of the vehicle during its working lifespan.

This is not to say that progress has been steady, but discussions continue via the United States Car's Vehicle Recycling Partnership (VRP) and through the efforts of the manufacturers to remove hazardous materials from their source materials.

Dan Adsit, Ford Motor Company manager in vehicle and environmental engineering, said a significant effort is being made to eliminate and reduce the amount of hazardous materials such as mercury and lead in components and in greater de-pollution efforts.

"The best way to deal with such materials is to minimize their use, such as mercury," he said. "We are getting out of mercury-containing components. Today we have mercury in very small amounts in items such as high intensity discharge (HID) lamps, navigation system screens and family entertainment systems.

"Our HID headlamps historically had 0.5 milligrams of mercury in them and we are now almost entirely in non-mercury containing HID lamps," he added. "These are no longer an issue in terms of removal. It's the same with navigation screens. They are now mercury-free, so the dismantler doesn't have to worry about removing them for de-pollution. They can be removed and sold.

"We are also working on implementing what has been done in the European Union in terms of lead reduction," said Adsit. "We are out of leaded wheel weights and we are reducing our lead use across the board in our vehicles."

To warn recyclers about hazardous materials, Ford applies labels stating that certain components contain mercury. While only selected states require this

information, Adsit said this information can be found in all vehicles nationwide.

"Our goal is to have no need for a label," he said. "We're pretty good at designing cars that are made from environmentally-friendly materials, which is part of the recycling picture."

On the issue of having industry-wide standardized fasteners, Adsit notes that certain fasteners are standard because manufacturers often purchase components from the same suppliers.

"We have Supplier Environmental Requirements that we give to our suppliers and one of them is our specification for design disassembly," he said. "We ask them to design for easy access and easy removal, particularly items that need to be de-polluted. Disassembly issues also apply to servicing. You want to make it easy to service a vehicle."

Concerning the removal of parts and systems, Adsit said "we also look at big plastic pieces that can be removed for recycling. When you get into smaller components and subcomponents, it depends on one's definition of easy. Removing a mirror to sell it wouldn't be that complicated. What you want to do is go after the big pieces of material to reuse or recycle because if you're spending a lot of time to get a small piece of material, it may not be worth the effort."

Dealing with automobile shredder residue (ASR) is an ongoing issue that is being addressed by the VRP. Adsit said research to deal with the non-metallic waste that is not recycled today is being conducted with the Argon National Laboratories, now looking at one strategy to develop a separation process following the shredding of a vehicle.

"If you can separate the good materials like polypropylene and be able to recycle them," he said, "that would be a pretty efficient way of doing things. You would not have as much labor cost in removing items. On the other side of the spectrum, we're taking recycled content and putting it into our vehicles – like taking pop bottles and making components out of them.

"As part of the design process," he added, "we also mark our non-metallic components to let people know what they consist of."



With state-of-the-art software, automotive design engineers can determine the size, shape, weight and location of specific parts and modular components for new vehicles.

Through the VPR, Ford and other manufacturers are working with recyclers and dismantlers to share information to make recycling more efficient across the board. As an example, this is being done now with airbag systems and other elements.

"If the economic driver is to remove components to recycle, that information can certainly be made available," said Adsit. "We've got guidance that we supply on the recycling of airbags."

He stresses that some materials that can be derived from a car do not have value in today's marketplace, which means the business case is not as strong. That is why research is ongoing with ASR and to maximize the economic potential of those materials.

Charles Ossenkop, owner of Anchorage, Alaska's Northwest Auto Parts and chair of the Automobile Recyclers Association's technical advisory committee, said much more progress is needed to design vehicles that are easier to recycle.

"The big three American manufacturers are in financial straits at this time," he said, "so the resources they have to allocate to these cooperative projects are limited. At this point it is understandable and we hope to be able to move forward with discussions in the future and do more things that are real and tangible."

The ARA is currently conducting a fluid recovery study, which started a year ago, to deal with components that have created difficulties in the past. The study is determining how much fluid can be removed and what the problems are.

Due to financial pressures, he said, manufacturers have suspended their participation in the study, but it is hoped they will soon be back on board.

The ARA has consistently stressed that "reuse is the highest form of recycling" for a variety of reasons, particularly as manufacturing a new part is energy intensive and requires the production of new materials.

Removing parts and materials from domestic and foreign manufactured vehicles, said Ossenkop, varies greatly.

"In terms of just straight part removal," he said, "we're pretty good at removing parts. There are some design features that make it difficult to remove certain parts and we have raised these issues."

Health concerns when it comes to dealing with fluids and hazardous materials such as mercury are major considerations for auto recyclers, as are carbon fibers.

"There are a lot of potential health issues with respect to servicing and dismantling parts made with carbon fibers," said Ossenkop. "How do we deal with those kinds of materials? What is the recycling stream for composite materials at the end-of-life and how are they going to be recycled rather than go into a landfill?"

While recyclers have technology to help remove some parts, they would greatly appreciate standardization when it comes to fasteners.

"Fasteners can be very problematic," said Ossenkop, who would also like warning labels placed on parts with hazardous materials. "We would certainly like to see more of that information disseminated to our industry. Firstly, we would like to see hazardous materials not be in a car. We would like to see an end-of-life solution to deal with them. It's important to protect our personnel and everyone downstream."

European Union regulations require automobile manufacturers to provide recyclers with some dismantling manuals. Ossenkop said General Motors has taken steps in that direction, but notes that they are basic and not very detail-oriented, and that European manuals are also lacking in specific information.

"What we need is help in areas where we have problems," he said. "That is what we would like to address with the Road Safety Technical Advisory Committee and the auto industry. The manufacturers recognize that there is a strong automobile recycling infrastructure and we do a good job, but unless the manufacturers keep an eye on the end-of-life resolution of a vehicle, we could end up with legislation that mandates them to do certain things like the EU directive.

"That is not wanted in our country as long as we have inter-industry cooperative discussions that have some cause and effect," he added. "We can get there without legislative mandates."

Despite current business problems, manufacturers did invite the ARA to participate in discussions regarding the recycling of future hybrid vehicle batteries.



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