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FOCUS: Automotive

California proposes to treat ASR as hazardous



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Software technology reduces fuel costs for refuse trucks

by MIKE BRESLIN

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“If you don’t know where you are going, any road will get you there.” This brainy notion from Lewis Carroll’s Alice’s Adventures is often quoted by strategic planners to make a foundational point. Simply put: determining the objective or final destination is prerequisite to planning the best route to get there. For trash collection, that may or may not include extensive technology for the garbage truck.

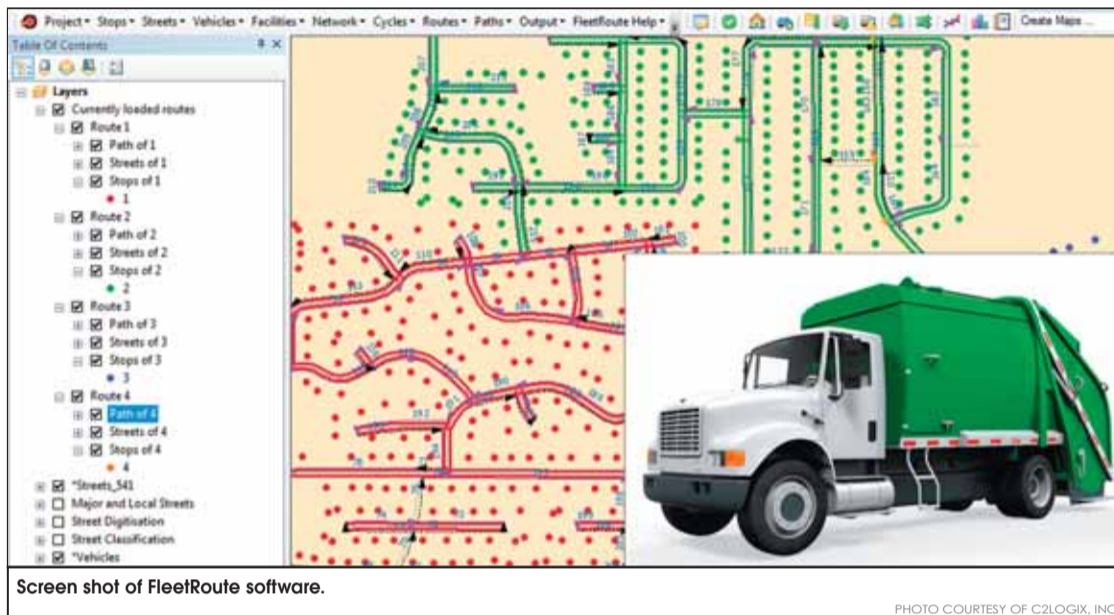
These days, applying the latest technology to move garbage trucks by the fastest, most cost-efficient and safest route is the constant goal of fleet managers. Yet, according to a number of industry experts, less than 25 percent of U.S. municipal solid waste (MSW) operations are currently using automated software to create their routes.

With the advent of affordable smartphones, tablet computers and Bluetooth connections, any number of simple, secure, wireless connections are possible from the truck to dispatch, including monitoring every aspect of the truck’s operation such as door-openings and oil pressure.

But routing software is only one of the technologies being used today to improve waste collection.

For a broader view of technologies currently being considered we asked Bob Wallace, a principal and vice president of client solutions at WIH Resource Group, a waste management and logistics consulting firm based in Phoenix, Arizona.

“I would say the larger to mid-sized waste hauling companies seem to be embracing technology very well. Even though the technology is available, works well and is proven, the biggest thing we see is a disconnect between people (management and operators) and accountability and follow-up by the people monitoring the technology to



Screen shot of FleetRoute software.

PHOTO COURTESY OF C2LOGIX, INC.

effectively use it to maximize the opportunity for cost reduction or productivity improvements through the technology.

“While companies are installing the technologies, such as routing optimization software, on board camera systems, GPS and radio frequency identification (RFID) it’s really the old saying garbage-in-garbage-out, unless there’s monitoring and holding people accountable to recover the value to a company. The value of the technology is in the effective monitoring and management of it to realize the true payback and return on investment for the company in any type of technology.

Wallace said that of all garbage trucks in the U.S. between the private and public sector, some form of technology is probably on at least 50 percent of the fleets. That’s his best-guess industry estimate. He believes that many rural towns, small haulers in both the private and public sectors collection vehicles do not have any type of fleet technology. The nearest thing they would have to a computer would be the on-board engine monitoring systems that come equipped on later model trucks. Traditional industry practices, processes and methods as well as communications are still largely employed by the majority of the collection fleets.

American Recycler News asked Jeremy O’Brien, director of applied research for the Solid Waste Association of North America (SWANA) for his views on the use of technology in today’s collection vehicles. SWANA is the leading professional association in the solid waste field that serves over 8,000 members in North America and thousands more through outreach programs.

“My impression is that the larger jurisdictions have purchased routing software, but even today I think there’s a mixed reaction. It can be helpful in certain areas, but even after all the modeling is done on route patterns a lot of it comes down to the judgment of the drivers. So there’s a lot of what we call heuristic routing which is basically drawing lines through neighborhoods, minimizing left-hand turns and things like that. That’s been around for a long time. In the City of El Paso, Texas, for example, they are using a number of advanced technologies, but they still use heuristic routing.”

El Paso calls their strategy deterministic-heuristic routing which is part manual (trial-and-error) and part computer routing.

“In El Paso they use GPS on their trucks, but more as a supervisory tool to know where their trucks are and their status. The drivers are

pretty happy with it. Their trucks are also equipped with a five-camera video system with one-terabyte, on-board hard drives to help protect the driver and the city in the event of an accident. It’s also used to record missed collections and is tied into a 311 data center. It clears up a lot of the problematic collections should a homeowner call into 311. This El Paso group won an award from SWANA last year for their system.

“Since the private sector generally has more access to capital, the public sector generally lags behind the private sector in employing technology.

“There’s been kind of a push to incorporate weight-based systems on collection trucks to calibrate weights as loaded. My impression is that some places are starting to use that for commercial waste collection because of the discrepancies in container weights. There’s been interest in that for both the residential and commercial sector for years, but for commercial it allows weight-based charging. The problem is the scales can go out of kilter so quickly on a moving vehicle so the accuracy is often compromised.

“My impression is that there are limited applications for RFID. It’s a handy thing to have, more on the commercial side than residential. It

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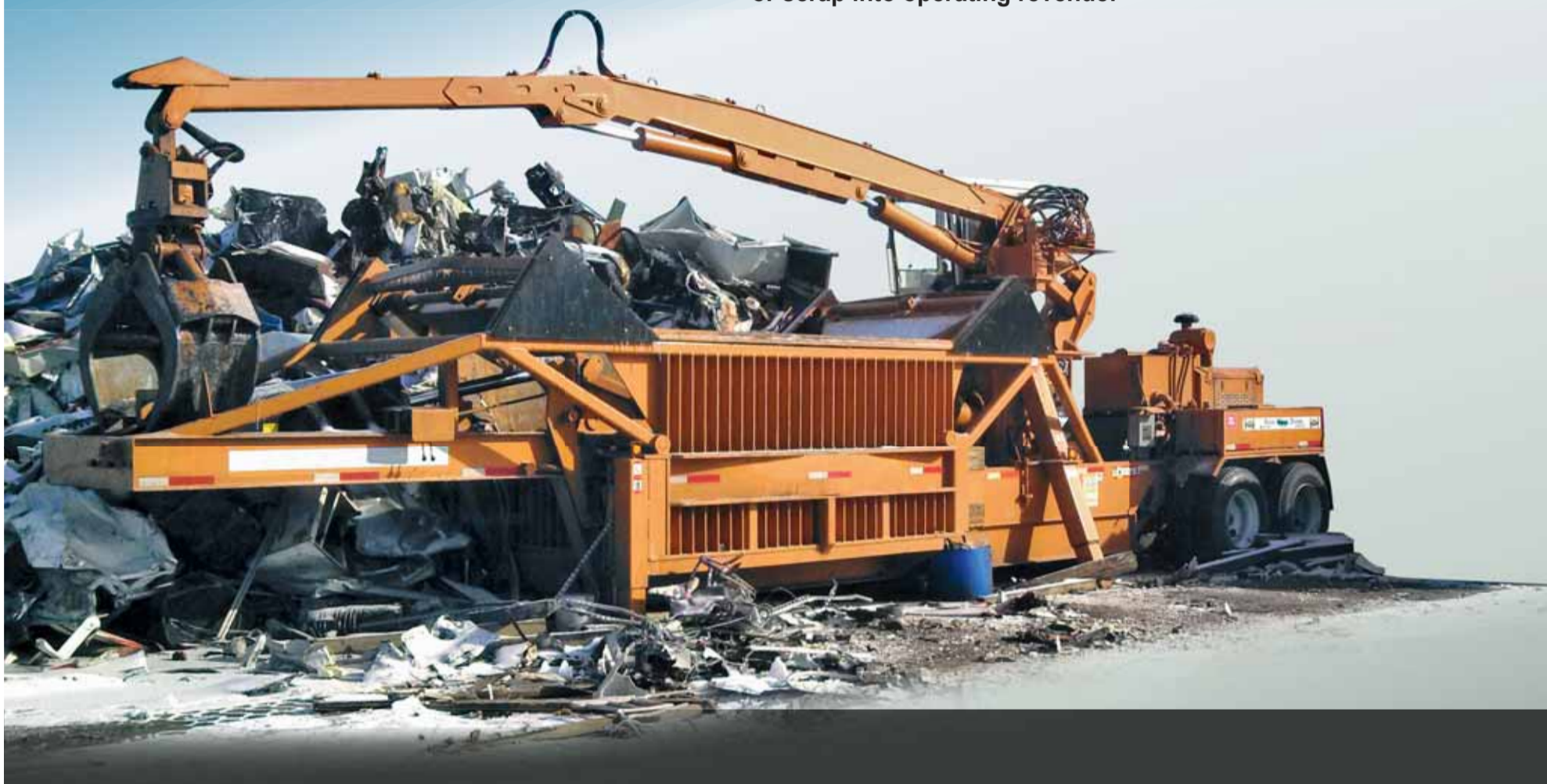
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DEA expands set of rules for disposal of pharmaceuticals

The U.S. Drug Enforcement Administration's (DEA's) Final Rule for the Disposal of Controlled Substances was recently published. The Act, in an effort to curtail the prescription drug abuse epidemic, authorized DEA to develop and implement regulations that outline methods to transfer unused or unwanted pharmaceutical controlled substances to authorized collectors for the purpose of disposal. The Final Rule will take effect on October 9.

Prior to the passage of the Act, the Controlled Substances Act made no legal provisions for patients to rid themselves of unwanted pharmaceutical controlled substances except to give them to law enforcement while banning pharmacies, doctors' offices and hospitals from accepting them. Most people flushed their unused drugs down the toilet, threw them in the trash or kept them in the medicine cabinet.

Unused medications in homes create a public health and safety concern, because they are highly susceptible to accidental ingestion, theft, misuse and abuse. Almost twice as many Americans (6.8 million) currently abuse pharmaceutical controlled substances than the number of those using cocaine, hallucinogens, heroin and inhalants combined, according to the 2012 National Survey on Drug Use and Health. More than two-thirds (70 percent) of people who misuse prescription painkillers for the first time report obtaining the drugs from friends or relatives, including from the home medicine cabinet.

As a temporary measure, DEA began hosting National Prescription Drug Take-Back events in September 2010. Since then, the DEA has sponsored 8 take-back days. Enormous public participation in those events resulted in the collection of more than 4.1 million pounds (over 2,100 tons) of medication at over 6,000 sites manned by law enforcement partners throughout all 50 states, the District of Columbia and several U.S. territories.

The Final Rule authorizes certain DEA registrants (manufacturers, distributors, reverse distributors, narcotic treatment programs, retail pharmacies and hospitals/clinics with an on-site pharmacy) to modify their registration with the DEA to become authorized collectors.

All collectors may operate a collection receptacle at their registered location, and collectors with an on-site means of destruction may operate a mail-back program. Retail pharmacies and hospitals with an on-site pharmacy may operate collection receptacles at long-term care facilities.

The public may find authorized collectors by calling the DEA Office of Diversion Control's Registration Call Center at 800-882-9539.

Law enforcement continues to have autonomy with respect to how they collect pharmaceutical controlled substances from ultimate users, including holding take-back events. Any person or entity – DEA registrant or non-registrant – may partner with law enforcement to conduct take-back events.

Lowe's gives \$1 million to Keep America Beautiful

Keep America Beautiful (KAB) said that Lowe's has awarded KAB a \$1 million Lowe's Community Partners grant. Lowe's donation will support more than 60 local community service projects and KAB's Great American Cleanup, the nation's largest community improvement program. This is Lowe's third \$1 million contribution to KAB to engage volunteers to take action to benefit local communities across the country.

The Lowe's Community Partners grant will enable the national nonprofit to initiate service projects in 27 states. From building community gardens and planting trees to leading disaster restoration and recycling programs, KAB and its national network of community-based affiliates will execute programs based on the needs of their local communities.

Lowe's also provides support as a national sponsor of KAB's flagship program, the Great American Cleanup, which takes place in 20,000 communities from coast to coast. This national program engages on average 2 million volunteers who take action to create positive change and lasting impact.

Keep America Beautiful affiliates and partnering organizations received support from Lowe's for 180 initiatives through the first two years of the KAB/Lowe's grant program. Through this partnership, 130,000 acres of parks and public land have been cleaned; more than 886,000 flowers and bulbs have been planted; nearly 200 playgrounds/recreational areas have been restored; and more than 600 edible and community gardens have been planted.

Over the course of the partnership, KAB and Lowe's have brought together more than 33,000 volunteers and 800 Lowe's Heroes. Together, they've contributed 170,000 volunteer hours in their respective communities.

Highlights of service projects that are taking place in the 2014 grant cycle include:

•Keep Indianapolis Beautiful – Four vacant lots will be transformed into a pocket park on the Near Eastside of Indianapolis. The park will complement the new Westminster Neighborhood Services family and adult services center adjacent to this park.


•Keep Phoenix Beautiful – Grant funding will be used to purchase supplies, topsoil and equipment to maintain and enhance the 15 acre PHX Renew site, the largest urban vacant lot transformation project in the country. This once barren site has been transformed into urban farms, community garden beds and educational spaces.

•Keep the Rez Beautiful – This Mississippi affiliate, which is dedicated to restoring the Ross Barnett Reservoir, will use the grant to develop a new demonstration project that uses native plants, including a pollinator garden, to improve water quality in the Pearl River Valley Water Supply District.

•Keep Riverside Clean & Beautiful – Grant funding will be used to build trails and parks, connect communities with more green space and encourage outdoor recreational activity along the Santa Ana River Watershed, a main waterway that runs through Riverside, California.

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Software

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can provide useful data, but I don't believe people are completely convinced that the amount of useful data provided is really worth the investment.

"It comes down to whether it's really worth all the effort to get a system modeled to where it's correct enough to work? Is the data that these systems generate worth the cost? And what do the managers do with the data? There are a lot of variables out there. I could sit in an office and design a collection system, but there's nothing like being out in the truck and understanding the route. Sometimes an experienced driver with common sense is the best solution. That's the feedback I've gotten about some routing systems. They are useful. You can hire a new driver and print out a map and provide the driver with a turn by turn route. But then after the driver gets to know the route, he will make modifications to pick up little efficiencies," concluded O'Brien.

Last year, the City of College Station, Texas adopted new route optimization software for residential collections and is pleased with the results.

Wally Urrutia, the solid waste superintendent of College Station related his experience with the new software. His city has a population of about 100,000 and is home of Texas A&M University.

"We have approximately 21,000 residential stops per week and each truck collects about 12 to 14 tons," reported Urrutia. "We started last year with the C2Logix FleetRoute system and we're now working on our first

update with them. So we are tweaking some routes here and there, but so far it seems to be working out very nicely. Previously we had another software routing system that we used for about three years before switching to C2Logix. We switched because we didn't have the resources here to actually maintain our old routing system. We didn't have dedicated people on staff to handle the software. So we took a look out there to see if there was a company that we could hire to do it for us. That's how we found C2Logix. They do all the back-office work for us. We gave them all the information and data we have for our city and they set it up and maintain it for us. So far we've seen some savings and they've done a great job with balancing our existing routes. It's definitely better than we had before.

"Right now we're using C2Logix on our residential collection, not on our commercial side. On our normal garbage collection routes we have four automated, side-loader routes that we are running at this time. For our brush, bulky and recycling routes we use another four or five trucks.

"We recently installed GPS systems in our trucks so we can track locations and we have DriveCam video cameras, 1 on each of our 25 trucks. We are in the process of upgrading the video system. The video is a safety feature showing both the front and rear views and records on-board. At the moment, our GPS is not integrated into the C2Logix, but that's something that we want to tie into in the future. We had a few drivers that questioned the GPS, but other than that it's been a positive reaction. At the moment, the drivers use a C2Logix paper print-out to follow the route. We had routes on paper before,

but they were hard to read. So we really like what C2logix provided. It actually cost us less than the previous software," said Urrutia.

To get the software perspective of College Station, we spoke with Tony Esposito, chief executive officer of C2Logix.

"Routing software has been around for about 20 years, but the science of route optimization software is the algorithms that actually put the routes together. At the lowest common denominator, it's a mathematical problem. Once you have the algorithm, then you have to put the dressing around it to make it useable for everyday business. There are really two types of problems that most people try to solve. One is a high density routing solution like our FleetRoute product. It solves a high density routing when you are going up and down a street, every street, both sides, for a whole town. That problem the academics call the Postman Problem. Suppose a mailman needs to deliver mail to a certain neighborhood, but he is unwilling to walk far, so he wants to find the shortest route through the neighborhood that is a closed circuit so it ends at the same point it starts and lets the mailman go through every street at least once.

"The other problem we solve with a different product is the Traveling Salesman Problem where you are going point to point. I need to go here, I need to go there, etcetera, and what's the best way to solve all these problems.

"And then you have to add parameters. For example, you have to pick up at the schools before 7 AM, because they don't want trucks there while school's in session for noise and safety reasons, or, hospital or quiet zones where they don't want you there in the middle of the night. We put all of those different parameters into the pot and basically let the software solve all those different issues.

"I've found that these high density programs are very, very complex. Our software sits atop ESRI's ArcGIS system, a software platform for designing and managing solutions through the application of geographic knowledge.

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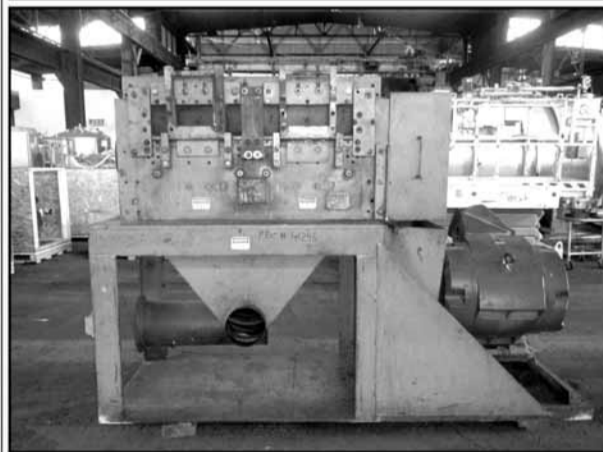
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Events Calendar

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Pullman Plaza Hotel, Huntington, West Virginia.
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October 22nd-25th

71st Annual ARA Convention & Expo.
Gaylord Opryland Resort & Convention Center. Nashville, Tennessee.
888-385-1005 • www.araexpo.org

October 29th-November 1st

The 9th Eco Expo Asia. AsiaWorld Expo, Hong Kong, China.
852-1830-668 • www.ecoexpoasia.com

November 5th-6th

NERC Fall Conference. Lord Jeffery Inn, Amherst, Massachusetts.
802-254-3636 • www.nerc.org

November 19th-20th

Canadian Waste & Recycling Expo, International Centre, Toronto, Ontario.
770-984-8016 • www.canadian-waste-recycling-expo-us.messefrankfurt.com

Steelcase makes fabrics from recycled materials



Redeem and Retrieve fabrics.

Steelcase launched Redeem and Retrieve, two new seating upholstery fabrics that are the result of an innovative recycling process established in collaboration with Designtex, Victor Group, and Unifi. The upholstery fabrics are created from recycled content and are also designed and manufactured for future recycling.

The development process for the upholstery involves taking Victor Group fabric used in Steelcase's Athens, Alabama manufacturing facility for panel production, collecting and segregating the waste, then sending to Unifi's Repreve® Recycling Center in North Carolina to be recycled back into Repreve yarn. This yarn is then sent back to Victor Group to be woven into new textiles for both Steelcase and Designtex.

This concept was first introduced in the upholstery fabric titled Loop to Loop, debuted by Designtex in 2013.

While reading a newspaper, Walter came across an article about a beautiful model who married an argumentative boxer.

"I'll never understand," he said to his wife, "why the biggest jerks get the most attractive wives."

His wife glibly replied, "Why, thank you, dear."

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GreenDrop Recycling Stations installed for MLS all-star game

Major League Soccer and the Portland Timbers chose GreenDrop Recycling Stations to help implement their strategic sustainability plans for waste diversion at this year's 2014 AT&T MLS all-star game in Portland, Oregon at Providence Park.

Through the MLS WORKS Greener Goals program, the League aims to educate the soccer community about environmental best practices, help make their facilities more environmentally friendly and undertake green community initiatives in collaboration with their clubs and in partnership with respected organizations such as the Green Sports Alliance and Natural Resources Defense Council.

The GreenDrop Recycling Station was designed through multi-year efforts of the Portland Trail Blazers head office at the newly named Moda Center. The arena's landfill diversion rate increased from 38 percent in 2007 to over 90 percent in 2013, by replacing old-style garbage cans with GreenDrop Recycling Stations. GreenDrop Recycling Stations reduce landfill contributions by enabling guests to easily self-sort recyclable and compostable items. Self-sorting reduces the environmental footprint while minimizing waste hauling expenses and being fiscally responsible through sustainable operations.

The GreenDrop stations are now a permanent fixture at the stadium and will help the Portland Timbers community outreach platform, Stand Together, continue to educate their fans and enhance the significant sustainability efforts already in place throughout Portland.

GreenDrop Recycling Stations are a proven asset when investing in facilities operations and public perception.



"Timber Joey," the Portland Timbers mascot, with one of the GreenDrop Recycling Stations at Providence Park.

Software

■Continued from Page 4

ArcGIS is a program that most municipalities already use to do many things like mapping out sewer systems, roads and properties.

"Our customers can buy the FleetRoute product if they want to, but it is a very complex routing system. So an operation like College Station would need someone on staff that was very familiar with the ArcGIS system before they can even use our product. It's scientific software. There's a lot of input and tweaking to get it all right so you get quality routes when you are done. And when you're done, it's very cool, it works very well. Cities usually have people that know ArcGIS, but what I've found is that waste collection departments can't get access to those people, they're in different departments and monopolized by those departments. When people buy our software, we'll go out and train them, but they have a great difficulty getting quality routes.

"After we learned that customers without qualified software operators were struggling, we decided to do it for them. In many cases we can do it cheaper than if they bought the software. So we put together a service bureau that does the project for the customer. In the beginning we sit down with the customer and collect all the information on how they want to do business. At the end of the day, it's getting routes the way they want to operate their business. And no two cities are the same. We collect all this information and we set it all up in our software and run the routes. And then we run the routes and make adjustments. Then we

present the customer with what we call "draft routes." Typically, we recommend that they take the routes to the drivers. The reason why we do this is two-fold. One is because if you don't get the drivers involved in the project, you're going to have trouble when it's time to adopt the new routes. It's a change-management issue. If you get them involved early, they are much more likely to adapt faster and easier. The second reason: nobody knows the territory as well as the drivers. The drivers may come back with things like they can't make a right turn here because there's a low hanging tree. The drivers come back with these issues and we make the changes. Then we hand back the finalized product and the customer is ready to go. The customer is involved in the project, but doesn't have to do all the back-office stuff.

"College Station didn't buy the software from us; rather they bought a service, not a license. They don't own any software and the price is based on the size of the project. It's typically a one-time deal. The cost to College Station was based on an RFP that we won for about \$34,000. Those routes will typically last four to five years before there's enough change to validate doing it again. For College Station, they wanted to do a revision inside 1 year, which cost about \$8,000," Esposito concluded.

The bottom line seems to be that while technology is capable of performing new and impressive tasks, the value of contemplated technology must be carefully weighed by metrics and common sense to justify the investment.

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SwissRTec brings recycling technology to the U.S.



A new company, swissRTec America, Inc., specializing in recycling technology, has opened its doors in Kensington, New Hampshire. The company sells technology and mechanical systems to the recycling industry on an international scale. With the opening of the U.S. office, it's now seeking to expand sales in the North American market.

Known for its development of the delamination mill, this impact mill uses thousands of collisions to break down

pre-shredded composite materials, isolate various components, then mill them into tiny, smooth balls which are easily separated.

Mario Zoellig, founder and chairman of swissRTec International, sees many benefits to U.S. companies who are currently involved in recycling or seeking to expand into that area.

Companies can increase their yield of valuable materials that they remove from the waste stream allowing for greater resale opportunities.

ISRI names new board members

The Institute of Scrap Recycling Industries (ISRI) recently named Paul Brenner of Brenner Recycling (Hazleton, Pennsylvania) and Scott Miller of Sims Metal Management (New York, New York) to its board of directors. Both will serve as directors-at-large through the 2016 term.

Paul Brenner, a third generation scrap dealer, is president of Brenner Recycling. Brenner has served as Mid-Atlantic Chapter president.

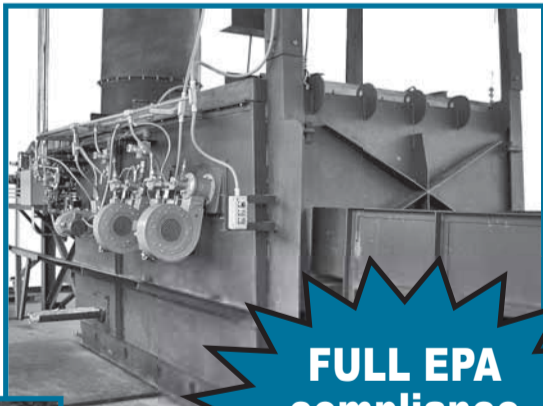
Scott Miller is chief corporate counsel for Sims Metal Management (SMM), having joined SMM as legal counsel and environmental manager in 1997.

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ALTERNATIVE ENERGY

State of Hawaii funds BioTork ag waste biofuels initiative

The State of Hawaii Governor Neil Abercrombie presented a \$1.6 million check on behalf of the Hawaii Department of Agriculture's (HDOA) Agribusiness Development Corporation (ADC) to the Daniel K. Inouye U.S. Pacific Basin Agricultural Research Center's (DKI-PBARC) zero-waste biofuel and high-protein feed program on Hawaii Island.

DKI-PBARC, and Florida-based BioTork LLC, have invested more than \$1 million to successfully develop an economically sustainable zero-waste conversion project producing biofuel and high-protein animal feed from unmarketable papaya and other low-value agriculture feedstock. The conversion

process takes fewer than 14 days to cycle in a heterotrophic environment, meaning no sunlight is needed using organically optimized algae/fungi developed and patented by BioTork.

The state's \$1.6 million is in addition to its initial \$200,000 investment that will assist DKI-PBARC in moving the Hilo-based project to demonstration scale as a prelude to commercial production. The ADC will become a venture partner to globally export the rapid conversion technology in association with PBARC and BioTork.

"Our investment promotes further use of agricultural crops to provide clean energy and leads us on a more definitive

path towards food sustainability," said Abercrombie. "We need to focus on projects like this as Hawaii emerges as a global leader for biofuel and feed research and development".

"Another by-product of this process is the production of high-protein feed and fish feed," explained Scott Enright, HDOA chair. "The feed can greatly benefit cattle, swine, poultry and support aquaculture operations."

The state also hopes to develop a long term revenue generator as a partner exporting this technology. At full scale, more than 1,000 jobs are projected.

While papaya was chosen as the initial feedstock, this technology can be

applied to any plant material as a carbon source. In Hawaii, other identifiable feedstocks are unmarketable sweet potato, sugar cane, mango, molasses and glycerol. Invasive trees, like albizia, could also be used as feedstock in this zero-waste program.

Funds are also being used to research the conversion of locally produced molasses. Samples from Hawaiian Commercial and Sugar Company are being tested to determine which high-value and economically viable co-products can be developed using natural methods to create much more value to the local economy.

TruStar Energy to build Kimble Recycling & Disposal fast-fill public CNG fueling station

TruStar Energy has been contracted to build a public fast-fill CNG fueling station for Kimble Recycling & Disposal, Inc., in Canton, Ohio.

The station will be built to time-fill up to 55 Kimble refuse trucks overnight – while allowing public fueling at their Bolivar Road location in Canton, according to Kimble director of operations, Keith Walker.

The Canton station represents the second CNG fueling station for Kimble – and the second time they've looked to TruStar Energy to design and develop

the infrastructure. Kimble's first station was built about three years ago at their Twinsburg, Ohio location. That station, a large, private time-fill station was designed to fuel 65 CNG-powered garbage trucks overnight.

"Converting from diesel to CNG is a game changer for enhancing the profitability of transportation operations," said TruStar Energy president Adam Comora. "Fuel savings from 30 percent to 50 percent create significant value for fleet operators and their partners."

Bluesphere to convert emissions from landfills into clean energy

Bluesphere Corp., a clean energy company that develops, manages and owns waste-to-energy projects, is pursuing a strategy to work in partnership with landfill owners to convert harmful methane gas emissions from landfills into electricity. The process is based on readily available technology that is already being used in various parts of the U.S. and other parts of the world.

When organic materials in landfills decompose, methane gas is created. Traditionally, landfill owners have allowed methane gas to seep into the atmosphere, contributing to global warming, or in some cases, have burned the gas as a

waste product. Methane can be converted into energy by drilling pipes into the landfill. Through these pipes methane is directed into a gas turbine or internal combustion engine which converts the gas into electricity. The electricity can either be used on-site or sold to the local electric utility and fed into the grid.

Bluesphere's move to work in partnership with landfill owners is designed to generate revenues for the landfill operator and for Bluesphere, while also benefitting the environment by reducing harmful methane gas emissions and generating clean, renewable energy.

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PAPER

New packaging challenges recycling systems

Directors of public works, business owners and manager, environmental engineers, directors of solid waste, board members, and more gathered during SWANA WASTECON to listen to Anne Johnson, RRS Principal and vice president global corporate sustainability discuss the changing waste stream and the impact on municipal recycling.

While communities drive diversion and brands desire recycling for everything, we are clearly challenging our recycling systems. Lack of knowledge about designing for commodity value and inattention to fundamental best practices is leaving recycling systems vulnerable to expensive alternatives. Johnson shared her experience on the upstream side of recycling, specifically consumer brands and the trends that are leading to impacts on the packaging waste stream.

“Newspaper, glass and steel containers, and other paper and paperboard packaging has seen a decrease in prevalence since 1990. On the flip side, corrugated containers, PET bottles and jars, plastic bags and other plastic packaging have grown in prevalence over the same time period,” stated Johnson. “This creates a challenge to current infrastructure that was built for the rigid materials of the past. There is also a challenge to end markets due to low bale value – an effect of more complex materials and shapes, more contamination, and less high value materials.”

Johnson took a look at how we can design for true recyclability. Currently, designing for recyclability includes consideration for access to collection of the material, however it rarely takes into account compatibility with the material recovery facility (MRF) environment. In addition, bale value is often overlooked during the design phase, even though the quality of the bale contributes to the core commodity value which is at the heart of a healthy recycling system.

Johnson also pointed to the need to expand our focus beyond simply end of life to the full life cycle of packaging. As you move upstream from end of life, there is far more impact at the use, manufacturing and sourcing stages.

The panel The Changing Waste Stream and the Impact on Municipal Recycling was held at SWANA’s WASTECON in Dallas (Grapevine), Texas.

Carton Council of North America releases new report about paper recycling policies

The Carton Council of North America has released a new report, prepared by Reclay StewardEdge, Inc., which assesses various policies designed to drive recycling of post-consumer packaging and printed paper. Titled “Research and Analysis of Policies that Drive Increased Recycling,” the report provides an overview of selected policies implemented across the U.S. and identifies best practices both at the state and local levels that private and public sectors can learn from. Three main types of policy mechanisms are covered: disposal bans, recycling policies and pay-as-you-throw service fees.

“The report reinforced that decisions really should be made based on local circumstances, including the nature of the existing recycling infrastructure

and policies already in place as well as stakeholder concerns and interests,” said Elisabeth Comere, who oversees government affairs for the Carton Council and is director of environment for U.S. and Canada for Tetra Pak Inc.

The Carton Council is sharing the findings from this policy assessment in the hopes that it will help industry as well as state and local governments be better informed and more prepared to consider policy initiatives as one piece of the pie towards improved recovery. Additionally, the Carton Council hopes to play a leadership role in fostering further dialogue around policy together with its industry peers and the public sector. The Carton Council recognizes that policy is only one piece of the puzzle.

High-performing recycling programs collect a wide range of recyclable materials, have strong recycling promotion programs and are supported by a balance of policy and funding that stimulate infrastructure development and incentivize participation in recycling.

Completion of this policy assessment and disseminating of the results are part of the Carton Council’s efforts towards increasing recovery of cartons. Early this summer, the Carton Council announced that access to carton recycling had reached 50 percent in the U.S. This means that now, half of U.S. households can recycle cartons in their communities, whereas only around 18 percent could when the Carton Council was formed in 2009.

AF&PA releases July 2014 U.S. paper reports

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

Containerboard

Containerboard production was flat compared to July of last year and 2.7 percent higher than June 2014. The month-over-month average daily production decreased 0.7 percent. Shipments for June were 3,118.9 thousand tons.

Kraft Paper

Total Kraft paper shipments were 122.4 thousand tons, 5 percent lower than June. Bleached Kraft paper shipments increased from 8.4 thousand tons in June to 9.6 thousand tons in July, while unbleached Kraft paper shipments decreased from 120.6 thousand tons to 112.8 thousand tons. Overall, shipments for the first seven months of 2014 were 2.5 percent lower than the same period last year. Total month-end inventories increased 2.3 percent compared to July.

Printing-Writing Paper Report

According to the report, total printing-writing paper shipments decreased 6 percent in July compared to July 2013,

with total paper inventories declining 1 percent compared to June.

•Uncoated free sheet (UFS) paper shipments in July decreased 10 percent compared to July 2013. YTD shipments are down 8 percent in 2014. Imports of UFS increased year-over-year for the eighth consecutive month and were up 20 percent in 2014, with imports from Indonesia having doubled relative to the same 6 months in 2013.

•July coated free sheet (CFS) paper shipments increased 1 percent compared

to 2013. YTD shipments of coated free sheet grades are down 1 percent and imports through June are down 2 percent.

Paperboard Report

Total boxboard production increased 2.8 percent when compared to July 2013 and increased 2.4 percent from the previous month. Unbleached Kraft Boxboard production increased over the same month last year and increased compared to June. The production of Recycled Boxboard decreased compared to July 2013 but increased when compared to June 2013.

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WASTE

National waste associations comment on proposed revision to landfill regulations

The Solid Waste Association of North America (SWANA) and the National Waste & Recycling Association (NW&RA) have jointly provided comments to the U.S. Environmental Protection Agency (EPA) on its proposed rules to update the Standards of Performance for Municipal Solid Waste Landfills.

SWANA and NW&RA represent the private and municipal (public) sectors of the waste and recycling industry in the U.S. and share concerns about unnecessary new regulations in EPA's proposed rule. John H. Skinner, Ph.D., SWANA executive director and CEO, and Sharon H. Kneiss, NW&RA president and CEO, cosigned the submission to EPA.

"EPA's proposed new rule and cost analysis substantially underestimates the number of existing landfills that will be affected," Skinner said. "Significant investments have already reduced methane emissions from existing landfills by more than 30 percent since 1996. Applying these new facility requirements to existing landfills could disrupt the progress already made and make it more difficult and expensive to achieve greater emission reductions."

"Landfills are a critical component in the spectrum of waste management options in the U.S., but the latest round of regulations proposed by the EPA cre-

ate significant, undue burden that will prove harmful to continued development of renewable energy projects and efficient management of America's waste," Kneiss said.

The joint comments express concern that the proposed rule establishes several unnecessary agency review processes and reporting redundancies that will hamper facility efficiency. These added processes and redundancies will slow operational changes, reduce efficiencies, increase costs and expose landfills to potential violations while not providing any environmental benefit.

Further, the comments note that the EPA did not consider the financial impact of its proposed rule on existing facilities that expand or make site modifications, which are the vast majority of those that will be affected, when assessing programmatic costs. EPA's cost analysis considered only the projected impact on landfills opening in 2014 or later, which is a relatively small number.

The comments also warned that EPA's proposed treatment standards would require highly expensive additions to and maintenance of renewable energy infrastructure, potentially damaging the momentum behind repurposing America's waste as a resource.

It is anticipated that EPA will publish the final rule early next year.

PLASTICS

"Plastics Recycling Terms & Tools" help communities recycle

A broad group of stakeholders in plastics recycling launched a set of new resources to help communities recycle more plastics. "Plastics Recycling Terms & Tools" will make it easier for consumers to recycle plastics and help improve nationwide tracking of the types and amounts of plastics recycled by providing two sets of common plastics recycling terms (outreach and commodities) for use throughout the U.S. and Canada.

Because communities across the country use slightly different terms to refer to the same things, consumers often are unnecessarily confused about what can and cannot be recycled. To help reduce confusion, the Terms & Tools contain a common set of outreach terms (a glossary or lexicon) for community recycling coordinators to use when educating residents about what plastics to recycle.

To help communities adopt this common language, an easy-to-use online tool streamlines the process of matching the plastics collected in a community recycling program with a common set of outreach terms. The terms, a corresponding gallery of images, and an option to create your own flyer (all available at no cost at RecycleYourPlastics.org) are designed to be used by community recycling professionals coast-to-coast in

developing education and outreach materials.

"Public opinion surveys and everyday experience demonstrate that many people are confused about which plastics are accepted for recycling in their community," said Patty Moore, president and chief executive officer of Moore Recycling. "The new plastics recycling terms were generated through extensive surveys and feedback from recycling professionals to get everyone speaking the same language so we can collect more of the plastics that reclaimers need."

In addition to the outreach terms, the Terms & Tools contain a separate set of recycled plastics commodity terms that will enable more accurate characterization of recycled plastic commodities and improve tracking of plastics recycling at local, state, and national levels. The commodity terms, created previously by Moore Recycling in partnership with the Association of Postconsumer Plastics Recyclers, are intended to create greater efficiencies in the buying and selling of used plastics.

The goals of the Terms & Tools are to boost diversion rates of clean material, increase the types and amounts of plastics recycled, decrease contamination, and help meet growing demand for recycled plastics.

California passes statewide ban

California State Senate passed SB 270 with a 22-15 vote to ban single-use plastic grocery bags.

Environmental groups and local government advocates have overcome fierce lobbying by single-use bag manufacturers, intensified in the last few months of session, to reach this point. Senate Bill 270 by Senators Padilla, de León and Lara, passed off the California State Assembly Floor on a 45-31 vote, after falling 3 votes short of passage

earlier. The bill now advances to the Governor's desk for a signature.

SB 270 prohibits grocery stores, drugstores and convenience stores from distributing single-use plastic bags, and went into effect first in large grocery stores in July of 2015. Stores can sell paper, durable reusable bags and compostable bags with a minimum charge of \$.10 each. The \$.10 charge is to encourage consumers to bring their own reusable bags.

APR releases new Polypropylene model bale specifications

The Association of Postconsumer Plastic Recyclers (APR), an organization representing the plastics recycling industry in North America, disclosed the publication of a model bale specification for polypropylene containers.

"Historically, bale specifications have focused on PET and HDPE containers," commented Scott Saunders, chairman of APR and general manager of KW Plastics. "The efforts of APR's rigids program over the past four years have helped create a supply of polypropylene recycled content material available for the marketplace. This bale specification is recognition that the market has matured to the level where a specification is needed."

"This is a big step forward in plastics recycling," commented Steve Alexander,

APR's Executive director. "The effort to expand the recycling of containers beyond PET and HDPE has evolved to the point where polypropylene PCR is rapidly approaching critical mass. As the industry that recycles plastic, it is important we help the marketplace understand what constitutes the most optimal bale composition for the material."

APR has developed a number of model bale specifications designed to guide the industry in creating bales of material for the recycling marketplace. The specifications are designed to reduce contamination of material, which is one of the biggest issues facing recyclers, and provide MRF operators with a guideline as what bale composition provides the highest value in the marketplace.

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METALS

SIMA import market share 26 percent in August 2014

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of August total 3,554,000 net tons (NT). This was an 8 percent decrease from the 3,856,000 permit tons recorded in July and a 7 percent decrease from the July Preliminary imports total of 3,833,000 NT. Import permit tonnage for finished steel in August was 2,681,000, down 12 percent from the preliminary imports total of 3,058,000 in July. For the first 8 months of 2014 (including August SIMA and July Preliminary), total and finished steel imports were 28,494,000 NT and 21,316,000 NT, respectively, up 35 percent and 29 percent from the same period in 2013. The estimated finished steel import market share in August was 26 percent and is 27 percent year-to-date (YTD).

Finished steel imports with large increases in August permits vs. the July Preliminary included reinforcing bars (up 240 percent), wire rods (up 37

percent), standard rails (up 31 percent) and line pipe (up 11 percent). Products with significant year-to-date (YTD) increases vs. the same period in 2013 include plates in coils (up 81 percent), wire rods (up 80 percent), cold rolled sheets (up 72 percent), cut lengths plates (up 56 percent), sheets and strip hot dipped galvanized (up 54 percent), sheets and strip all other metallic coatings (up 52 percent), heavy structural shapes (up 44 percent), hot rolled sheets (up 37 percent), mechanical tubing (up 35 percent) and oil country goods (up 25 percent).

In August, the largest finished steel import permit applications for offshore countries were for South Korea (438,000 NT, down 22 percent from July Preliminary), China (245,000 NT down 9 percent), Turkey (219,000 NT, up 66 percent), Japan (209,000 NT, up 5 percent) and Taiwan (128,000 NT, up 21 percent). Through the first 8 months of 2014, the largest offshore suppliers were South Korea (3,608,000 NT, up 49 percent from the same period in 2013) and China (2,033,000 NT, up 72 percent).

T.C. Graham Prize contest now open to applicants

The Association for Iron & Steel Technology (AIST) disclosed the T.C. Graham Prize contest. This is a unique contest to recognize innovative applications for steel that may lead to the development of new markets. The winning entry will be awarded \$20,000.

In April 2014, Thomas C. Graham Sr. donated \$100,000 to establish the T.C. Graham Fund for Innovation in Steel Application. Individuals or groups of individuals (maximum of four people) are encouraged to submit proposals articulating innovation, practical application, performance and marketability of their ideas. Absolute market growth should be the focus of major efforts within each steel company as a matter of supreme urgency. The spirit of this fund is to catalyze these efforts by encouraging companies to take an active role in supporting the market development initiatives of their employees.

Tom C. Graham Sr. is widely known as one of the steel industry's most successful and innovative executives. A former draftsman and civil engineer, he was named president of Jones & Laughlin Steel Corp. (J&L) in 1974. In 10 years, he took the company through a merger with Youngstown Sheet & Tube Co., and then an acquisition of Crucible Steel's Midland plant. He departed J&L in 1983 to restructure United States Steel Corporation, where he served as president of the U. S. Steel Group of USX Corp. until 1991. Over that period, finished products went

from eight man-hours per ton down to four man-hours per ton, contributing to a dramatic swing in profitability for the company. Graham had similar results as chairman and chief executive officer of Washington Steel Co. (1991-1992).

From 1992 to 1994, Graham was president and chief executive officer of

All entries must be received by the end of 2014.

Armco Steel Co. L.P., predecessor of AK Steel. He was the founder and served as chairman and chief executive officer of AK Steel Corp. (1994-1995), and remained as chairman until his retirement in 1997. After his arrival at Armco Steel in 1992, the company went from being the least profitable U.S. steel company to earning the most profit per ton, and producing steel with the fewest man-hours per ton of any of its major competitors over the following five years. He is now with TC Graham Associates as a founding member.

All entries must be submitted by December 31, 2014, and the winner(s) will be announced in the fall of 2015. Full details and information can be found on the T.C. Graham Prize web page.

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METALS

Sims Metal Management reports fiscal 2014 results

Sims Metal Management Limited disclosed a statutory net loss after tax (NLAT) of \$89 million, representing a loss for the full year ended June 2014. Underlying net profit after tax (NPAT) was \$69 million, representing earnings per diluted share of 33.6 cents.

Sales revenue of \$7,129 million in FY14 was down 0.9 percent compared to FY13. In constant currency terms, sales revenue was down 10.5 percent due to lower sales volumes and lower average nonferrous and precious metal prices.

Sales volumes of 11.8 million tons in FY14 decreased by 7.6 percent versus FY13, due in part to adverse winter weather in North America. Underlying EBIT margins nearly doubled, driven by cost reductions, divestment of underperforming operations, and early stage benefits from asset optimization strategies.

Underlying EBIT was \$119 million in FY14, an increase of 77.1 percent over FY13.

Group chief executive officer Galdino Claro said, "Our stronger result was driven by solid contributions from our metals recycling businesses in Australasia and Europe, where recent investments and restructuring actions are translating into meaningfully improved earnings. These

gains were partially offset by lower earnings from the e-recycling (SRS) businesses in the UK and North America. Softer earnings in North America metals recycling business were impacted by weak volumes associated with atypically severe winter weather in the second half. Despite these conditions, sales margins improved in North America as the business began to place more emphasis on transactional profitability."

Remarking on the recent strategic progress at the company, Claro said, "As we begin fiscal 2015 we have accelerated our 5 year strategic plan to achieve over \$300 million of annual EBIT through internal initiatives alone. While still in the very early stages, our implementation timelines remain on track as we roll out the initiatives across the group."

The company has determined to pay a final dividend for FY14 of \$.10 per share to shareholders on the company's register at the record date of October 7, 2014. This is an exception to the company's dividend policy which is to distribute 45 percent to 55 percent of NPAT, subject to the discretion of the board and remains unchanged. The company's dividend reinvestment plan remains suspended.

Marysville metal caster invests \$230,000 in hazardous waste reduction

SeaCast, Inc., a metal casting facility in Marysville, Washington, has agreed to pay The U.S. Environmental Protection Agency (EPA) a penalty of \$18,000 to settle alleged hazardous waste violations at the company, which is located within the boundaries of the Tulalip Indian reservation.

As part of the EPA settlement, SeaCast will invest at least \$230,000 to install and operate a production process "water blast" system that is expected to reduce in the amount of hazardous waste generated at the facility by 40 percent. SeaCast also agreed to implement procedures to prevent future violations of hazardous waste management requirements.

According to Scott Downey, manager of EPA's hazardous waste inspection unit in Seattle, strict compliance with federal hazardous waste storage and management requirements protects people and the environment.

"SeaCast has found a way to modify its production process and reduce its reliance on caustic cleaning solutions as a part of this settlement," said Downey. "One of the central goals of the EPA's hazardous waste program is to conserve resources and minimize the generation of hazardous wastes, so this project fits nicely."

EPA alleged that SeaCast:

- Failed to maintain records of its hazardous waste determinations.
- Stored hazardous wastes at the facility without obtaining a permit or complying with conditions applicable to hazardous waste generators.
- Stored hazardous waste on site for longer than 90 days, failed to maintain adequate aisle space between containers of hazardous waste and failed to conduct required weekly inspections of hazardous waste storage areas. The company also failed to properly manage its universal waste lamps.

July steel shipments up 2.4 percent

The American Iron and Steel Institute (AISI) reported that for the month of July 2014, U.S. steel mills shipped 8,492,744 net tons, a 2.4 percent increase from the 8,291,823 net tons shipped in the previous month, June 2014, and a 2.6 percent increase from the 8,274,511 net tons shipped in July 2013. Shipments year-to-date in 2014 are 57,269,890 net tons, a 2.9

percent increase vs. 2013 shipments of 55,675,985 net tons for seven months.

A comparison of July shipments to the previous month of June shows the following changes: hot rolled sheet, up 3.0 percent, cold rolled sheet, down 0.2 percent and hot dipped galvanized sheets and strip, down 0.4 percent.

Novelis completes \$106 million investment in Brazilian complex

Novelis, commissioned a new coating line for beverage can end stock and an expanded recycling center at its Pindamonhangaba, Brazil complex. The company invested approximately \$106 million in the combined projects that will add 100,000 metric tons of coating capacity and 190,000 metric tons of recycling capacity when fully operational.

The new coating line is designed specifically for beverage can end stock. The addition of the 100,000 ton line doubles the market's capacity to supply coated can end stock. Novelis expects to begin shipping commercial product from the new line in the coming months.

With this expansion, the plant's recycling center, already the largest in South

America, will nearly double its capacity from 200,000 to 390,000 metric tons per year when fully commissioned.

Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$270.00	\$270.00	\$290.00	\$360.00	\$365.00
#1 Bundles	per gross ton	270.00	270.00	285.00	360.00	363.00
Plate and Structural	per gross ton	265.00	275.00	290.00	362.00	370.00
#1 & 2 Mixed Steel	per gross ton	268.00	280.00	290.00	320.00	340.00
Shredder Bundles (tin)	per gross ton	232.00	260.00	230.00	260.00	265.00
Crushed Auto Bodies	per gross ton	230.00	260.00	230.00	260.00	265.00
Steel Turnings	per gross ton	179.00	170.00	150.00	180.00	248.00
#1 Copper	per pound	2.92	2.84	2.98	2.97	2.97
#2 Copper	per pound	2.81	2.72	2.89	2.89	2.81
Aluminum Cans	per pound	.61	.69	.70	.71	.74
Auto Radiators	per pound	1.72	1.90	1.95	1.95	1.95
Aluminum Core Radiators	per pound	.70	.69	.73	.71	.70
Heater Cores	per pound	1.40	1.42	1.39	1.50	1.59
Stainless Steel	per pound	.70	.77	.80	.82	.81

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

DISCLAIMER: American Recycler (AR) collects pricing and other information from experienced buyers, sellers and facilitators of scrap metal transactions throughout the industry. All figures are believed to be reliable and represent approximate pricing based on information obtained by AR (if applicable) prior to publication. Factors such as grades, quality, volumes and other considerations will invariably affect actual transaction prices. Figures shown may not be consistent with pricing for commodities associated with a futures market. While the objective is to provide credible information, there is always a chance for human error or unforeseen circumstances leading to error or omission. As such, AR is not responsible for the accuracy or completeness of the information provided, or for outcomes arising from use of this information. American Recycler disclaims any liability to any person or entity for loss or damage resulting from errors or omissions, including those resulting from negligence of AR, its employees, agents or other representatives.

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AUTOMOTIVE

DOJ settles for \$2.8 million in fines for underground fuel tank violation fraud

The owner of a chain of gas stations located in Delaware and Maryland has paid \$2,889,351 to the U.S. in settlement of a federal lawsuit filed to undo the owner's fraudulent transfer of assets just prior to agreeing to pay a court sanctioned \$2 million penalty for violating underground fuel tank regulations.

The government's settlement with Robert M. Duncan, of Dover, Delaware and several corporate entities under his control, includes the original penalty plus nearly \$900,000 in interest, additional penalties, and attorneys' fees and costs. The Justice Department filed the lawsuit and settlement documents in federal court in Delaware, on behalf of the Environmental Protection Agency (EPA).

"This case should send a clear message that EPA and the Justice Department takes seriously our duty to enforce environmental laws, and pursue appropriate

remedies, including monetary penalties, against violators," said Charles M. Oberly III, U.S. Attorney for the District of Delaware. "Defendants who fraudulently convey assets to avoid paying penalties should expect to pay a far greater amount, including additional penalties, interest and attorneys' fees."

The settlement ends a decade of administrative and judicial proceedings by EPA and the Justice Department against Duncan, Duncan Petroleum Inc., and affiliated entities.

In September 2004, EPA filed an administrative complaint against Duncan Petroleum, citing violations of federal regulations designed to detect and prevent leaks of petroleum and other hazardous substances from underground storage tanks (UST) at five Maryland gas stations.

That complaint was settled in a February 2006 consent agreement which imposed a \$65,000 penalty, and required

measures to ensure continuing compliance with UST safeguards.

After the company failed to carry out the compliance measures, EPA inspected 13 additional Duncan Petroleum gas stations, documenting UST violations at each facility.

In December 2008, the U.S. filed a civil action against Duncan and Duncan Petroleum. After two days of jury trial, the claims were resolved in August 2010 by a stipulated order, agreed to by Duncan, requiring payment of a \$2 million penalty by December 15, 2010.

Duncan failed to pay the agreed penalty, claiming an inability to pay. After analyzing his financial information, the government discovered that 6 months prior to trial, Duncan conveyed assets worth about \$10 million to several LLCs, trusts and foundations under his control.

In August 2011, the U.S. filed a new complaint against Duncan, seeking to void these asset transfers. On the eve of trial, Duncan stipulated that the U.S. had sufficient evidence that most of the transfers were fraudulent, and Duncan was to settle his liability by selling assets.

As of August 6, 2014, the U.S. has received total payments of \$2,889,351.41, which includes \$2 million penalty imposed in 2010, plus interest, as well as attorneys' fees and costs exceeding \$450,000, and daily stipulated penalties exceeding \$300,000.

KAR Auction acquires half ownership in TradeRev

Carmel, Indiana-based KAR Auction Services, Inc., a provider of used vehicle auction services, disclosed that its business unit ADESA has acquired a 50 percent stake in Toronto-based Nth Gen Software Inc. (TradeRev) and its online vehicle remarketing system, TradeRev. The total purchase price for the transaction is approximately \$30 million in cash. ADESA also said that it has entered into a joint marketing agreement with TradeRev to assist in expanding its footprint in the dealer-to-dealer online space in the U.S. and Canadian markets. ADESA will be the exclusive provider of certain products and services to TradeRev's customers. ADESA will also leverage its 65 auction locations across North America and the company's strong online auction presence and dealer network to support TradeRev's diverse dealer offerings.

TradeRev is an online automotive remarketing system where dealers can launch and participate in real-time vehicle auctions at any time from their mobile devices or desktop.

Mark Endras, the president, founder and creator of TradeRev, and the company's management team own the other 50 percent interest in TradeRev.

■ For more AUTOMOTIVE NEWS, see page B1 in the Focus Section.

SALVAGING Millions

by Ron Sturgeon
Autosalvageconsultant.com

Tools for success – an ongoing series

If I had to summarize the tools I've used to become successful and not all are financial, they are: (not in any order). In coming months, I will discuss each of these in more detail, so get your pen and pad ready!

1. Always do exactly what you say you will, to everyone.

2. Surround yourself with people that are smarter than you.

3. Surround yourself with people that can do what you don't, won't or shouldn't do, or that can do it better than you.

4. Become an effective leader. Not a boss, a leader.

5. Have a mantra of constant development and improvement.

6. Be technologically savvy.

7. You simply must keep perfect credit.

8. Understand the financials and operating metrics.

9. Rely on peers and other professionals, including consultants, to help you, being judicious about the cost of course.

10. Be willing to promote yourself, talk about your successes and mentor others, sharing.

11. Learn marketing and advertising.

12. Learn to think strategically.

13. There is no substitute for an extreme sense of urgency.

14. Be the 80 percent person.

15. Host weekly meetings with all key employees, with an agenda.

16. Learn to delegate; tolerate mediocrity and the value of five seconds.

17. Share with others, listen, be collaborative – you simply don't know what you don't know.

18. Don't be afraid to be a rebel – Push back, think out of the box, but be strategic and analytic about it.

19. There's plenty of money. Be patient and prove you can plan and then execute against a plan.

20. Don't create a solution for a problem that doesn't exist and don't breathe your own exhaust (get enamored by your own ideas excluding others).

21. Watch and understand your competitors but don't focus on them.

22. Positive energy – There is no other way to survive the grueling crawl to success.

23. Systems run like watches, people can let you down.

24. Understand how your world is going to change – Many successful people start businesses, but their skills were limited to what they did.

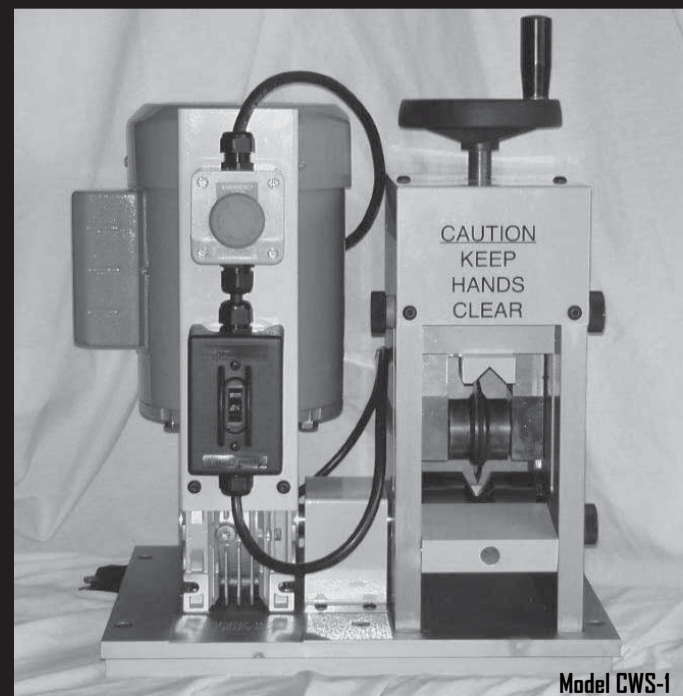
25. Do hard stuff first and have a good work ethic and a strong sense of urgency.

Remember, only you can make BUSINESS GREAT!

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

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AUTOMOTIVE

Lead batteries recycled to manufacture solar cells

A system proposed by researchers at MIT recycles materials from discarded car batteries into new, long-lasting solar panels that provide emissions-free power.

The system is described in a paper in the journal Energy and Environmental Science, co-authored by professors Angela M. Belcher and Paula T. Hammond, graduate student Po-Yen Chen, and three others. It is based on a recent development in solar cells that makes use of a compound called perovskite – specifically, organolead halide perovskite – a technology that has rapidly progressed from initial experiments to a point where its efficiency is nearly competitive with that of other types of solar cells.

“It went from initial demonstrations to good efficiency in less than two years,” says Belcher, the W.M. Keck Professor of Energy at MIT. Already, perovskite-based photovoltaic cells have achieved power-conversion efficiency of more than 19 percent, which is close to that of many commercial silicon-based solar cells.

Initial descriptions of the perovskite technology identified its use of lead, whose production from raw ores can produce toxic residues, as a drawback. But by using recycled lead from old car batteries, the manufacturing process can instead be used to divert toxic material from landfills and reuse it in photovoltaic panels that could go on producing power for decades.

Because the perovskite photovoltaic material takes the form of a thin film just half a micrometer thick, the team’s analysis shows that the lead from a single car battery could produce enough solar panels to provide power for 30 households.

As an added advantage, the production of perovskite solar cells is a relatively simple and benign process. “It has the advantage of being a low-temperature process, and the number of steps is reduced” compared with the manufacture of conventional solar cells, Belcher says.

Those factors will help to make it “easy to get to large scale cheaply,” Chen said.

One motivation for using the lead in old car batteries is that battery technology is undergoing rapid change, with new, more efficient types, such as lithium-ion batteries, swiftly taking over the market. “Once the battery technology evolves, over 200 million lead-acid batteries will potentially be retired in the U.S., and that could cause a lot of environmental issues,” Belcher said.

Today, 90 percent of the lead recovered from the recycling of old batteries is used to produce new batteries, but over time the market for new lead-acid batteries is likely to decline, potentially leaving a large stockpile of lead with no obvious application.

In a finished solar panel, the lead-containing layer would be fully encapsulated by other materials, as many solar panels are today, limiting the risk of lead contamination of the environment. When the panels are eventually retired, the lead can simply be recycled into new solar panels.

“The process to encapsulate them will be the same as for polymer cells today,” Chen said. “That technology can be easily translated.”

“It is important that we consider the life cycles of the materials in large-scale energy systems,” Hammond said. “And here we believe the sheer simplicity of the approach bodes well for its commercial implementation.”

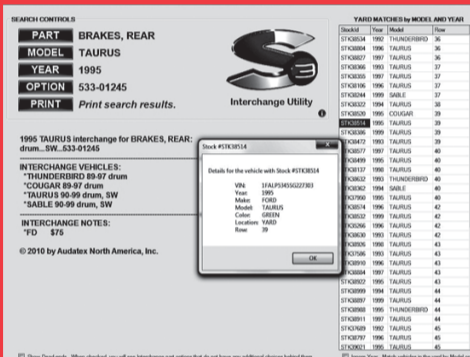
Some companies are already gearing up for commercial production of perovskite photovoltaic panels, which could otherwise require new sources of lead. Since this could expose miners and smelters to toxic fumes, the introduction of recycling instead could provide immediate benefits, the team indicated.

The work, which also included research scientist Jifa Qi, graduate student Matthew Klug and postdoc Xiangnan Dang, was supported by Italian energy company Eni through the MIT Energy Initiative.

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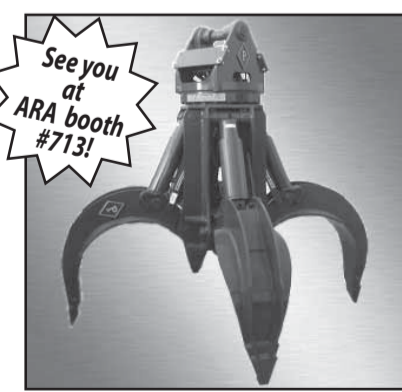


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BUSINESS BRIEFS

Rumpke names Greg Beamer regional VP

■ Rumpke has selected Greg Beamer as regional vice president for the company's Southern market.

Beamer will oversee daily operations of waste, recycling and portable restroom services in more than 30 counties throughout Kentucky and Indiana. His 42 year waste industry career includes several Rumpke management roles in Cleveland and Cincinnati. He earned a Bachelor of Science in business administration from the University of Louisville and served in the U.S. Navy.

Scrap Metal Services acquires shredding unit

■ Scrap Metal Services, LLC (SMS), located in Burnham, Illinois, has acquired the auto shredding operation of 360 Degree Metal Recycling, Inc. and full-service scrap yard in New Carlisle, Indiana. The facility will enable SMS to cost-effectively transport shredder feedstock scrap including vehicles and obsolete scrap from its Northwest Indiana and Chicago, Illinois retail facilities and auto operations.

SMS plans to sell and ship the shredded ferrous scrap to steel mills in the Midwest for remelting into new steel products. The metallic shredder residue will be sent to SMS's non-ferrous division's recently opened heavy media plant in Blue Island, Illinois for further separation of the metals recovered in the shredding process.

Terms of the transaction were not disclosed.

Liebherr renews partnership with American State

■ The longest standing Liebherr dealer in the U.S., American State Equipment, has renewed its dealer agreement for the full line of Liebherr earthmoving and material handling equipment in the states of Wisconsin, Minnesota and the Upper Peninsula of Michigan and expanded territory to include the entire state of Illinois for its wholly owned subsidiary Finkbiner Equipment Company.

American State Equipment is a family owned company operated by the third generation of the Kraut family. Established in Milwaukee in 1957, the dealership has served some of the largest cities in the Midwest for more than 50 years and has grown to be one of the most recognized equipment dealers in the region. American State Equipment operates five branches in the Midwest (Milwaukee, Wausau, Little Chute, Minneapolis/St. Paul and Duluth) and owns Finkbiner Equipment Company, a subsidiary located in Chicago, Illinois.

LanzaTech appoints chief financial officer

■ LanzaTech, a carbon recycling company, appointed Gregg Clevenger as chief financial officer. In his role, Clevenger has overall responsibility for leading all aspects of corporate finance.

Clevenger was most recently executive vice president and chief financial officer of GXS Corporation which recently sold to Open Text Corporation for \$1.2 billion. Clevenger has more than 25 years of international finance experience.

Nucor promotes Dave Sumoski to executive VP

■ Nucor Corporation has promoted Dave Sumoski, vice president and general manager of Nucor Steel Memphis, Inc., to executive vice president of engineered bar products, which includes special bar quality (SBQ) and cold finish businesses, effective September 14, 2014. Jim Darsey, who has served as executive vice president of bar products since 2010, will continue to focus on merchant and rebar products.

Sumoski began his career with Nucor as an electrical supervisor at Nucor Steel-Berkeley in 1995 and was promoted to maintenance manager in 1999. He was promoted to general manager of Nucor Steel Marion, Inc. in 2008 and to vice president in 2010. Sumoski has served as vice president and general manager of Nucor Steel Memphis since 2012.

Cascade Engineering names Mark Miller CEO

■ Cascade Engineering disclosed that company chief executive officer and founder Fred Keller is transitioning his 41 year leadership role as chief executive officer of the Cascade Engineering (CE) Family of Companies. Keller founded the company in 1973.

Current Cascade Engineering president, Mark Miller will assume the title of chief executive officer and also retain his title as president, while Keller retains the titles of founder and chair of Cascade Engineering.

Miller will be responsible for leading 11 diversified business units with 1,300 employees located in 14 facilities throughout the U.S. and European operations in Budapest, Hungary. Miller will guide the organization's strategy for continued growth and strong financial performance across all business platforms. Miller will report to the Cascade Engineering board of directors.

Miller previously served as the president of CK Technologies (CKT), group vice president of the Transportation Group and the chief strategy officer. Under Miller's leadership, CKT more than doubled in size growing year-over-year throughout the global recession. CK Technologies is the market leader for injection molded bumpers, grilles, roof fairings and chassis skirts exclusively for the commercial truck and bus industry.

Miller is a 25 year veteran of the transportation industry with particular experience in injection molding, painting and electroplating technologies. His extensive industry experience has included working with virtually all major OEMs in both the commercial truck and automotive sectors. Prior to joining CK Technologies in 2006, he held a number of leadership positions within the Tier I automotive supply sector for more than 15 years. Miller began his career with Ford in finance after working as an injection molding press operator in college.

Vermeer names family succession plans

■ As part of its family succession planning process, Vermeer Corporation stated that third-generation family member, Jason Andringa, will serve as the company's next president and chief executive officer effective November 1, 2015.

On November 1, 2014, Andringa will assume the role of president and chief operating officer for one year, after which he will transition to the role of president and chief executive officer of Vermeer Corporation. He currently serves as president of Forage and Environmental Solutions.

Mary Andringa, current president and chief executive officer, will assume the role of chief executive officer and chair of the board November 1, 2014. Mary will transition exclusively to chair of the board November 1, 2015.

Bob Vermeer, current chairman of the board, will assume the role of chair emeritus. The honorary role for individuals who served as Vermeer chief executive officer or chair of the board will be effective November 1, 2014.

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BUSINESS BRIEFS

National Recycling Coalition elects new board

■ The National Recycling Coalition (NRC) disclosed the results of the 2014 board of director election. New board members include:

- Gary Bilbro, president of NewGreen Consulting, LLC
- Jack DeBell, development director of the University of Colorado Recycling
- John Frederick, executive director of the Intermunicipal Relations Committee
- David Juri Freeman, recycling program manager, city and county of Denver
- Marjorie Griek, executive director, Colorado Association for Recycling
- Doug Hill, president of EcoVision Environmental
- Gary Liss, zero waste consultant of Gary Liss & Associates
- Antonio Rios, president of Puerto Rico Recycling Coalition
- Will Sagar, executive director of the Southeast Recycling Development Center
- Michael Van Brunt, director of sustainability of Covanta.

Bunting Magnetics names general manager

■ Bunting Magnetics Co., producer of precision magnetic products, has named Alicia Wieder general manager of its Magnet Materials Division in Elk Grove Village, Illinois. Wieder holds a Bachelor of Science degree from the University of Illinois and an MBA from Illinois Benedictine College.

Dry erase boards are remarkable.

Big Truck Rental names Dubinski as new VP

■ Jeanie Dubinski will take over the role of vice president of business development of Big Truck Rental, LLC. Additionally, Dubinski will serve on Big Truck Rental's board of directors.

Dubinski will oversee Big Truck Rental's business operations including sales, marketing, communications, and business development.

Prior to Big Truck Rental, Dubinski was chief legal officer of Waste Pro USA, Inc., where she oversaw all legal matters and assisted with various business lines, including the operational units of the company. She received B.A. from Youngstown State University, Ohio and a J.D. degree from Stetson University, College of Law, St. Petersburg, Florida.

Dubinski serves the National Waste & Recycling Association as president of the Women's Council and co-chair of the Future Industry Leaders Alliance. In addition, she serves on the board of Central Florida Association of Corporate Counsel.

Nucor declares 166th consecutive cash dividend

■ The board of directors of Nucor Corporation declared the regular quarterly cash dividend of \$0.37 per share on Nucor's common stock. This cash dividend is payable on November 10, 2014 to stockholders of record on September 30, 2014, and is Nucor's 166th consecutive quarterly cash dividend.

LanzaTech appoints chief financial officer

■ LanzaTech, a carbon recycling company, appointed Gregg Clevenger as chief financial officer. In his role, Clevenger has overall responsibility for leading all aspects of corporate finance for LanzaTech.

Clevenger was most recently executive vice president and chief financial officer of GXS Corporation, a B2B integration cloud services provider which recently sold to Open Text Corporation for \$1.2 billion. Clevenger has more than 25 years of international finance experience having served as chief financial officer and board director of both privately held and public companies across the technology and telecoms sectors and as an investment banker at Goldman Sachs and Morgan Stanley in New York, Hong Kong and Singapore.

Discount Dumpsters now Western Elite

■ Effective immediately, Discount Dumpsters, LLC will begin doing business as Western Elite.

Western Elite, a recycling and waste removal company in Nevada, operates a material recovery facility where customers can drop off construction debris and green waste. Western Elite also provides options of several sizes of dumpsters including front load recycling services for businesses throughout Clark County. While there may be some overlap as the rebranding of equipment and signage occurs, there will be no change in ownership or personnel.

Council elects board members and officers

■ The New York Product Stewardship Council (NYPSC) elected four new members to its board of directors and elected new officers. The new board members are:

•Kenneth Armellino, P.E., director of environmental science and community affairs for Covanta, Dumont, New Jersey.

•Todd Ellis, director, Stewardship Programs, Call2Recycle, Inc. Lincroft, New Jersey.

•David Hirschler, director waste prevention, NYC Department of Sanitation, Queens, New York.

•Maite Quinn, manager of business development and marketing, Sims Municipal Recycling, Westfield, New Jersey.

Newly elected officers are:

•Chair: Andrew Radin, director of recycling and waste reduction, Onondaga County Resource Recovery Agency, Syracuse, New York.

•Vice chair: Dawn Timm, director of the Environmental/Solid Waste Management Division of the Niagara County Department of Public Works, Lockport, New York.

•Secretary: Kevin Voorhees, principal associate Barton & Loguidice, P.C., Syracuse, New York.

•Treasurer: Resa Dimino, principal Radimino & Associates, Kinderhook, New York.

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DuraTech Industries released the TC-15, a larger option in the DuraTech tree chipper line. With option of a 122 hp or 139 hp diesel engine and PT-Tech clutch, the powerful TC-15 can grind logs up to 15 inches in diameter.

The TC-15 features a spring-loaded feed wheel with adjustable down pressure, an optional height sensor that automatically adjusts the feed roller to material size and an optional hydraulic gathering winch. A hydraulic 2 feed roller system feeds the four 4.5" knives designed to chip wood waste.

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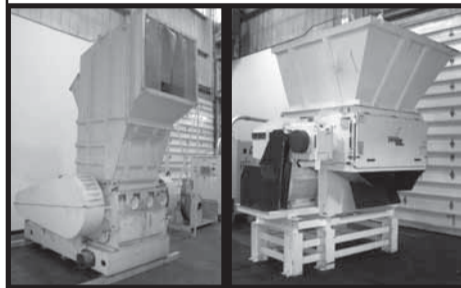
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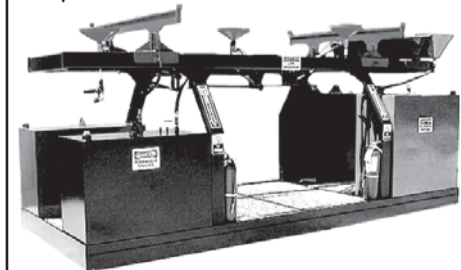


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What is the setup time?	NONE	_____	_____
Do you use weather-tight electrical connections for automation controls and trailer lights?	YES	Yes / No	Yes / No
Does the crusher have fenders on the front of the machine?	YES	Yes / No	Yes / No
Are the guide frames tied at the top?	YES	Yes / No	Yes / No
How big is your fuel tank?	400 GALLONS	___ Gallons	___ Gallons
Do you have wear guides on the main cylinder pistons and glands?	YES	Yes / No	Yes / No

REMOTE CONTROL

How quickly can you get me a replacement automation system?	NEXT DAY	_____	_____
How long does it take to replace the receiver on the machine?	10 Minutes	___ Minutes	___ Minutes
Can I start and stop the engine with the remote?	YES	Yes / No	Yes / No
Does the remote have individual up and down cylinder control buttons?	YES	Yes / No	Yes / No
Do you use rocker switches to limit the up stroke of the cylinders?	YES	Yes / No	Yes / No

OPTIONS

High Speed	YES	Yes / No	Yes / No
Maximum oil flow from your cylinders?	250 gpm	___ gpm	___ gpm
What is the maximum port size of the cylinders?	2.5"	___"	___"
Can I get an auxiliary fuel pump to fill my loader?	YES	Yes / No	Yes / No

SAFETY & HAZARDS

Do the safety locks engage from the ground, without climbing on the machine or into the chamber?	YES	Yes / No	Yes / No
If one side of the lid is raised and the other side is down, will it damage the crusher?	NO	Yes / No	Yes / No
Does your waste oil recovery tank have sludge traps and large clean-out access panels?	YES	Yes / No	Yes / No
Do you have lockable cabinets for the:			
Engine controls	YES	Yes / No	Yes / No
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California proposes to treat ASR as hazardous

by MARK HENRICKS

mhenricks@americanrecycler.com

A California bill that would classify auto shredder output as potentially hazardous waste subject to tighter oversight by state environmental regulators made its way through the legislature and to the governor's desk for signing. If enacted, Senate Bill 1249 would also require auto shredding facilities to pay a fee to cover costs of implementing these provisions.

The California proposal is rooted in compromises set up decades ago, when the state first looked at shredder output, which is also called automobile shredder residue (ASR), and consists mostly of non-metallic materials produced by shredding auto bodies and appliances. Along with foam, fabric, plastics, rubber, tires, glass, wood and other debris, it contains small amounts of metallic material that cannot be economically separated.

Back then, regulators granted an exemption to shredder facilities, essentially deciding not to classify shredder output as hazardous waste. Today, about 700,000 tons of ASR is treated and disposed of in California landfills each year, mostly as alternative daily cover, according to state Senator Jerry Hill, who sponsored the proposal to tighten regulations.

Back in 2002, the California Department of Toxic Substances Control (DTSC) studied auto shredder output and found that both treated and untreated material exceeded state regulatory



A new California proposal seeks to classify automotive shredder residue as hazardous waste. If enacted, the proposal could have big implications for California-based recyclers.

PHOTO BY DVANDE | DREAMSTIME

thresholds for lead, zinc and cadmium, according to Hill's office. The legislator said a regulator advised treating shredder output as hazardous waste, but no action was taken at the time.

In the last several years, a string of fires at California shredder facilities has energized concerns about hazardous

materials. This helped prompt the legislation that would encourage rescinding the decades-old exemption and have DTSC regulate shredded automobile and metal appliance output as hazardous waste. The costs of applying any additional regulation would be borne by a fee charged to shredder facilities.

Representatives of the automotive recycling industry urged California to consider other ASR-related rulings and market practices before finalizing new regulations. "ARA strongly supports the determination by the Environmental Protection Agency and other state
See ASR PROPOSAL, Page 6

ARA rebuts Louisiana AG's characterization of recycled parts

The Automotive Recyclers Association (ARA) sent a letter to Louisiana Attorney General James D. "Buddy" Caldwell responding to mischaracterizations and disparaging statements made about recycled automotive parts.

In public comments related to a recent lawsuit filed by the Louisiana Attorney General's Office against State Farm Insurance for allegedly steering consumers to direct repair providers who must comply with insurer requirements for replacement parts, Attorney General Caldwell is quoted as saying: "In some cases, we've

found that these parts are nothing more than used junk yard parts."

The Attorney General's statement leads consumers to believe that salvaged/recycled automotive parts are unsafe and inferior to new original equipment manufacturer (OEM) parts. Recycled genuine original OEM parts meet OEM requirements. They are OEM parts, designed by the OEM, and built to meet the OEM requirements for fit, finish, durability, reliability and safety. Caldwell's mischaracterization of recycled automotive parts does a disservice to consumers

in Louisiana by seeking to limit their access to safe, affordable and environmentally friendly automobile repairs.

In the letter, ARA CEO Michael E. Wilson pointed out that the West Virginia Supreme Court of Appeals recently affirmed the use of salvage/recycled OEM crash parts in vehicle repairs. The Court also found that neither the West Virginia Automotive Crash Parts Act nor Consumer Credit and Protection Act statute prohibited body shops or insurers from utilizing these parts, that aftermarket crash parts and salvage/recycled OEM crash parts are

"diametrically" different products and not interchangeable, and, moreover, praised the insurers for using measures to reduce premium costs for their customers.

"The West Virginia ruling is a significant step forward for the professional automotive recycling industry and the increased utilization of genuine, recycled OEM parts," said ARA CEO Michael E. Wilson. "Regrettably, not all state attorneys general have done their homework and educated themselves about our industry and the critical role that recycled OEM automotive parts play in the market."

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A Letter from the Editor

Readers,

Happy October! The temperatures are falling, the days are getting shorter, and fall holidays are right around the corner. But for me, what's even more exciting than watching the leaves change colors is seeing the blue and red candidate and issue signs popping up in yards around my neighborhood.

Yes, I know that elections aren't until next month, but since I may not have a chance to bend all your ears before polls open, I figured I'd speak my piece early.

The November elections could have huge ramifications for politics in the coming years. While the Republicans are expected to retain the majority in the House of Representatives, control of the Senate majority is hotly contested.

Why does it matter who has the majority in the Senate? Well, it may not matter much in the short term. After all, we'll still have a Democratic president in the White House for another couple of years. And with the parties so far apart on major legislative issues like immigration, climate change and the Affordable Care Act, it would be unlikely that anything major would happen legislatively.

However, if Republicans manage to gain a majority in the Senate, they could start to unwind some of the current executive actions that President Obama has implemented in lieu of formal climate control regulation by imposing checks on the Environmental Protection Agency. They could also conceivably block President Obama's judicial appointments – preventing him from sitting left-leaning federal judges. And since those judges serve terms well beyond the tenure of the President who appoints them, their views could help shape the law of the land over the course of decades instead of merely years.

And of course, local elections have immediate consequences too. For example, my local ballot will have no fewer than four levies to vote on (I bet you can guess which way I lean on those). But what it boils down to is that no matter what your views, it's your duty to get to the polls and make your voice heard.

Go vote next month! Until next time,



Dave Fournier
Focus Section Editor
david@americanrecycler.com

Worcester Polytechnic Institute awarded for lightweight metals manufacturing

Diana Lados, associate professor of mechanical engineering at Worcester Polytechnic Institute (WPI) and founding director of the university's Integrative Materials Design Center (iMdc), has received a 3 year, \$424,000 award from the National Science Foundation (NSF) to support the development of a new way to manufacture metal-ceramic composites, which can be used to make vehicles lighter and more energy efficient, while significantly increasing their performance.

The research will focus on materials known as ceramic-reinforced metal matrix composites, which are produced by incorporating small ceramic particles within aluminum to enhance its strength and high operating temperature. Manufacturers would like to use these light composite materials in cars, trucks, boats and airplanes to increase their fuel efficiency without sacrificing strength and ductility, but current manufacturing methods cannot achieve the nanoscale size and uniform distribution of the ceramic particles necessary to fabricate parts that meet these requirements and perform well at both ambient and elevated temperatures.

With the NSF award, Lados, the sole principal investigator, will conduct fundamental and applied research aimed at developing a novel energy and cost-efficient process for making nano-ceramic reinforced metal matrix composites, overcoming the limitations of existing processes, and enabling the creation of materials with unprecedented combinations of desirable properties and sustainability benefits.

According to Lados, "These materials and processes can help designers replace steel and cast iron in vehicles with lighter metals – including aluminum, titanium and magnesium – to increase performance, reliability and fuel efficiency. The ultimate goals of this work are to increase the nation's energy efficiency and reduce the emission of greenhouse gases, while also helping American manufacturers enhance their competitive edge."

Unlike current methods, in which the ceramic particles are mixed into the metal during processing, the new technique involves the formation of nano-reinforcements directly within the molten metal. The resulting composite materials will contain ceramic particles of the proper size, distributed uniformly in and firmly

bonded to the metal matrix. Less expensive and more flexible and energy efficient than existing methods, the process can be used with a broad selection of metal-ceramic systems to manufacture a wide variety of structural components.

Previous work by Lados, which demonstrated the feasibility of the technique, was recognized with the 2011 Kalenian Award, which provides \$25,000 in seed funding to support innovations by WPI students, faculty and alumni. The current research will delve deeper into the fundamental mechanisms that drive the formation of the nano-scale ceramic particles and investigate their behavior and stability at elevated temperatures. Lados will also study the relationships between the microstructure of the composites formed with the new process and their mechanical properties, including fatigue and creep, which are critical considerations in structural and engine designs. She will also develop processing protocols that can produce the optimal microstructures and properties for various transportation applications.

The Icebox Derby builds to an exciting finish

Thirty young women from across Chicagoland worked determinedly in teams to transform old refrigerators into electric race cars. They finally saw the fruits of their labor at the end of August as they raced their cars head-to-head with fellow competitors and competed

in a series of science, technology, engineering and math-related (STEM) challenges for the chance to take home the inaugural Icebox Derby STEM Cup. Sonic Doom was named the official winner, followed by the runners-up, Chill Crew.

The Icebox Derby, a program launched by ComEd, an energy delivery company, is designed to educate and empower young women to explore opportunities in STEM. It is also intended to provide an educational platform by which the contestants, ages 13 to 18, get to work closely with mentors, all of whom are ComEd technical experts, and learn about practical applications of STEM in the world and in the workforce.



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UPCOMING TOPICS

11/14	Truck Scales
12/14	Metal Shredders
01/15	MRF Technology
02/15	Portable Shears

American Recycler is not responsible for non-inclusion of manufacturers and their equipment. Manufacturers are to contact American Recycler to ensure their company is listed in the Equipment Spotlight.

Ford's Oakville assembly plant goes landfill-free in Canada

The Oakville Assembly plant now sends no operational waste to landfills, an achievement that gives Ford Motor Company the distinction of becoming landfill-free at all its manufacturing facilities in Canada. Oakville Assembly is the first Ford assembly plant in North America to achieve this environmental designation.

The Essex Engine Plant received landfill-free status in 2012 and Windsor Engine Plant in 2013. A total of 21 Ford facilities around the globe maintain zero waste-to-landfill status. By Ford's stringent definition this means that those facilities do not send any operational waste to a landfill.

"Reducing waste is a crucial part of our strategy toward building a world-class manufacturing system," said Anthony Hoskins, director of manufacturing. "We are leveraging the power of our Ford Production System by applying standard waste reduction processes across our facilities."

In 2013, Oakville Assembly recycled close to 2,000 metric tons of wood, cardboard, paper and plastic, saving more than 5,000 cubic meters of landfill space and more than 32 million liters of water. This represents enough landfill space to fulfill the municipal waste disposal needs for a community of more



Oakville Assembly is Ford's largest manufacturing plant in Canada, and it now sends zero operational waste to landfills.

PHOTO COURTESY OF FORD

than 5,500 people for 1 year. The plant even sends its wastewater treatment plant sludge to a power generation company, where it is converted into energy for use back in the community.

Oakville Assembly plant's success will help Ford achieve its target of reducing global waste to landfill by 40

percent per vehicle produced from 2011 to 2016. Ford has already reduced global per vehicle waste to landfill by 40 percent from 2007 to 2011.

Oakville Assembly is Ford's largest manufacturing plant in Canada standing at close to 5.5 million sq.ft. on 487 acres. Oakville Assembly manufactures

the Ford Edge, Ford Flex, Lincoln MKX and the Lincoln MKT. In 2013, Ford announced a \$700 million investment to transform Oakville Assembly into an advanced global manufacturing facility. The plant will manufacture the all-new 2015 global Edge and ship it to more than 60 countries.

EPA and Kimberly Clark recognize professional truck drivers

The U.S. Environmental Protection Agency (EPA), along with the American Trucking Associations, Kimberly Clark and the entire trucking industry, honor the 3.1 million professional truck drivers that deliver America's freight safely and securely every day.

During this National Truck Driver Appreciation Week, EPA will mark the celebration by attending a Kimberly Clark distribution center in McDonough, Georgia. EPA chose Kimberly Clark because they are a high performing SmartWay partner in the Region and EPA's SmartWay Transport Partnership is celebrating 10 years as a market-driven initiative that empowers busi-

nesses to move goods in the cleanest, most energy-efficient way possible, while protecting public health and reducing the impacts of climate change.

Kimberly Clark distributed packets to the professional truck drivers and EPA was on hand to discuss driver training programs that target fuel efficiency. Kimberly Clark encouraged their carriers to implement driver behavior techniques that will save fuel and reduce harmful emissions. A few simple changes in driving techniques can produce sizable fuel savings of five percent or more.

There are over 3.1 million professional truck drivers nationwide – deliv-

ering life's essentials. These professional men and women behind the wheel log close to 398 billion miles each year and last year delivered over 67 percent of the U.S. freight tonnage –

or over 9.2 billion tons of freight. Eighty percent of U.S. communities depend solely on the trucking industry. Professional truck drivers keep this country moving.

Saint-Gobain and Central to make automotive glass

Saint-Gobain and Central Glass Co., Ltd. have signed an agreement to create a joint venture in Indonesia that will specialize in automotive glass. A plant will be built east of Jakarta to meet the Indonesian automotive market's rapid growth. The new facility is scheduled to come on stream in 2016 and will have an annual production capacity of 500,000 windshields. The agreement is subject to the approval of the anti-trust authorities.

Saint-Gobain and Central Glass have been working jointly in the field of automotive glass since 2002 in Japan, and 2012 in China. The investment in Indonesia marks a milestone for Saint-Gobain's growth strategy in Asia and emerging countries.

UPCOMING Section B editorial FOCUS TOPICS

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2011 Sierra 5000 Baler
150 HP with 2,445 hours, orange peel grapple, air compressor. \$275,000.



2009 E-Z Baler
1,200 hours. Serviced and well-maintained. Located in Kentucky. \$115,000.



2012 OverBuilt Logger/Baler
Loaded - full rotation, air compressor, hydraulic landing gear. \$345,000.



2010 E-Z Crusher Elec. Stationary
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EQUIPMENT SPOTLIGHT

Auto Balers

by MARY M. COX

maryc@americanrecycler.com

It is no secret that efficient material transportation makes for greater profits. To that end, balers play an important role in squeezing more material into each shipment.

The new MAC Magnum™ Logger from Granutech-Saturn Systems boasts a continuous-rotation crane with the longest reach of any logger/baler in the industry at 24' 4" and a load capacity of 5,800 lbs. lift at full reach. For added flexibility, the cab features an IQAN™ control system. Equipped with a plus size 20' high production chamber, the MAC Mag-



Overbuilt, Inc.

num also offers variable density options, ranging from 30 to 80 lbs. per foot, and outputs a 40" x 26" variable length log/bale.

Baling pressures can be adjusted from within the cab to vary the densities of the bales and meet the requirements of the user. "Our efficient hydraulic system enables a quick cycle time for increased production," explained business development manager, Greg Wright. He said that many yards take in more loose scrap and autos than ever before to supplement their business. A versatile logger like the MAC Magnum provides the flexibility to handle a larger variety of materials, including light iron loose scrap, white goods recycling and nonferrous recycling. The large, heavy machines typically require permits and a tri-axle tractor to haul.

Granutech has been in business since the late 1960s and manufacture all products at their Grand Prairie, Texas facility. In addition to crushers and loggers, the company also offers the Saturn® series of industrial shredders, granulators and refiner mills. Standard and custom products are all produced using the firm's in-house engineering and fabrication shop. Services and products are sold through



Iron Ax

a global network of authorized distributors and resellers.

Iron Ax produces two different size balers. One has a 16' long baling chamber, and the other a 20' long baling chamber. Both units are offered with or without a crane. Iron Pack Balers are high speed, high production balers. The baling cycle is approximately one minute long. Each baler features remote control and automatic cycle. "Our most popular baler is the IPB-20. This baler has a 20' long baling chamber, but no crane. The 16' balers are more popular in the international market due to the smaller size of their automobiles. Our American

customers prefer the larger sized baler. We also offer programmable pressure settings, meaning that the hydraulic pressure can be increased or decreased with the touch of a button. This is a great feature giving the operator total control when it comes to making a loose or a tight bale," said John Kitchens, vice president.

He explained how processing volumes vary from customer to customer, but that processing volume typically increases when folks purchase an Iron Pack Baler. "We sell balers to small one-yard operations and to large national and global companies. The production volumes are different for each of them. Setup time for our baler is minimal, and our unit is designed to increase production and efficiency all the way around. After the baler is unhooked from the truck and the outriggers are lowered, the operator is ready to process," he said.

Kitchens also expects the baler market to grow and stated, "Many years ago car crushers were very popular, but we've seen the demand for balers

increase. A car crusher is limited to one function only. A baler can do everything a car crusher can do and more. We've had many customers switch from a car crusher to a baler and quickly learn that they're able to process different types of material that they previously could not."

Iron Ax owns and operates five scrap yards and they've been in the scrap business for 45 years. Kitchens stated, "Over 20 years ago we started making products for our own use in our scrap operation. It was a natural transition to introduce our products in the marketplace. We know the scrap industry. We are in the same business as our customers. We know exactly what they need to get the job done. It gives us a very unique perspective that our customers seem to really appreciate."

The first OverBuilt Baler Logger was produced in early 2008. Steve Besch is the manufacturer's sales manager. "As with our high speed car crusher, we have listened to our customers' changing wants and needs. As a result, we produce a superior baler logger that has taken its place as a leader in the recycling industry," said Besch.

He went on to describe the aspects of OverBuilt's product: "With a 26.5'



The RM Johnson Co.

crane and a lifting capacity of 5,000 lbs. at 25' when filling a 20' baling chamber, it can handle the largest trucks, cars or vans a scrap yard has to offer. Setup time is five minutes from time of placement. The ability to change pressures with the touch of a button using the computerized IQAN system from the operator seat makes changing bale and log parameters from cars to white goods, loose scrap or aluminum, a simple task."

Besch elaborated that standard features such as a central grease station on

the operator platform aid ease and safety in greasing the crane. The user-friendly high back chair and joy stick controls make it comfortable to run over the course of a long day. Other options include cab operated down rig-

See SPOTLIGHT, Page 7

Manufacturer List

Al-jon Manufacturing LLC

Curt Spry

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www.aljon.com

Diamond Z

Pat Crawford

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www.diamondz.com

Granutech-Saturn Systems

Greg Wright

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Iron Ax

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Jay Klempner

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Steve Besch

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Volkswagen plant awarded EPA Rain Catcher Award

The Environmental Protection Agency (EPA) has awarded the Volkswagen Group of America with the regional 2014 EPA Rain Catcher Award in the Commercial Category for the Chattanooga, Tennessee Assembly Plant. The award was given at an award ceremony during the EPA, Region 4/International Erosion Control Association Municipal Wet Weather Stormwater Conference, in Charlotte, North Carolina.

The Volkswagen Group's Chattanooga facility is the world's first LEED Platinum Certified automotive facility. The facility has voluntarily set aside at least 20 percent of the property as open space and implemented a host of practices aimed to protect stormwater. These practices include the use of bioswales in the facility parking lots and the construction of 3.3 miles of stream and 2.8 miles of greenspace. The site collects stormwater from its roof for use in its cooling tower and toilets. The site

also has two distinct wetlands that are critical to the survival of several wildlife species such as the red headed woodpecker and the rusty blackbird.

The EPA Region 4 Rain Catcher Award recognizes excellence in the implementation of stormwater green infrastructure practices. Green infrastructure uses natural systems and/or engineered systems designed to mimic natural processes to more effectively manage urban stormwater and reduce receiving water impacts. EPA and its partner organizations have promoted the use of green infrastructure for many years as part of a comprehensive approach to achieving healthier waters. Green infrastructure reduces the volume of stormwater discharges by managing rainwater close to where it falls and removes many of the pollutants present in runoff, making it an effective strategy for addressing wet weather pollution and improving water quality.

LyondellBasell to build world scale PO/TBA plant

LyondellBasell plans to build a world scale PO/TBA plant on the U.S. Gulf Coast with an annual capacity of 900 million lbs. of propylene oxide (PO) and 2 billion lbs. of tertiary butyl alcohol (TBA) and its derivatives. The preliminary timetable is to have the plant operational in 2019. The project is expected to generate up to 1,200 construction jobs at its peak.

The plant is expected to sell PO in the global marketplace to meet growing demand for polyurethanes, which are used primarily for the manufacture of bedding, furniture, carpets and car seats. TBA and its derivatives will be sold to meet the need for high octane gasoline blending components as well as for use in manufacturing synthetic rubber and lubricant additives.



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Panhandle Converter Recycling names president

Panhandle Converter Recycling (PCR) has appointed Lyle A. Peluso Jr. as the new president, and launched a new brand called Urban Mining.

Peluso was originally hired to run the information technology department at PCR in 2011. After accepting the position of chief operating officer,

Peluso's leadership aided in the increase of the sales division 5-fold, developed 9 unique divisions, and added over 70 jobs in the Dothan, Alabama area.

The Urban Mining (UM) system is a unique recycling system that boasts a non-biased, scientific approach for

determining the value of spent auto catalyst in a given market.

UM is the most efficient proprietary end-to-end system in the world. It allows users to build a proprietary database that eliminates industry confusion and promotes growth through a repeatable, sustainable model.

The UM software infrastructure provides a framework that allows a repeatable and reliable process flow, obtainable in any market worldwide. It offers live global data analysis streams anywhere on any device, allowing easy access and making it mobile-friendly all in real-time.

A Closer Look

by Donna Currie

Shifflet's Used Auto Parts

Jack Shifflet • 410-876-3277

Jack Shifflet, owner of J. Shifflet Enterprises, said that it had been a lifelong dream of his to own an auto salvage yard. When he was a kid, his dad, who was a train engineer, would buy cars for scrap to make extra money to support the family.

He described himself as a "spoiled poor boy" since he was the first son out of nine siblings. He said that while the family didn't have a lot, "no one went hungry, but it could have been better."

Back in those days, the EPA didn't exist, and auto salvage operations were a lot different. He still remembers the first car his father burned to sell the remaining metal. "When I saw him throw a match into that first car," Shifflet said, "I knew I wanted to be a junk man."

In the third grade, when the teacher asked students what they wanted to do when they grew up, Shifflet had no doubt. He told the teacher, "I want to be a junk man." He said that the teacher covered her mouth to stifle a laugh at his answer.

When Shifflet insisted that his future was in the junk business, his father told him, "No, you don't want to do that," but Shifflet couldn't be dissuaded. "There was only one thing I always wanted to do, and that was to own a salvage yard," he said.

Shifflet spent some time doing other work, including masonry and working as a laborer, along with getting himself into trouble, but Shifflet said his life turned around when he was 30 years old and was born again. "It's not about Jack," he said. "It's about Jesus."

Shifflet founded his salvage company in 1983 in Maryland, in an area that was little more than fields and farms. Now, he's got big box stores and expensive homes surrounding his 11-acre property which includes his salvage operation, a drainage area and a trailer park.

Now that Shifflet is 65 years old, he's semi-retired, but still working at building up his business. He had seen the business drop off over time and said that "figures have dropped more than half." To help build more sales, he invested in a computer system about 18 months ago to help the company sell parts online and to allow body shops to search his inventory. "I'm new to the game," he said, and he's hired someone to help with the computer operations.

Selling online makes it more convenient for customers, Shifflet said, but "It's more than just inventory; it's about who you can trust." On one side, buyers need to know that the products they're buying are accurately described and that the warranty is good. On the other side, the seller has to trust that he'll be paid on time.

Shifflet said that some parts dealers are affiliated with insurance companies, but he works directly with repair shops and sets his own prices, which can save those shops money. "I want to play as an independent," he said.

While many parts buyers like the idea of the U-Pull-It auto parts yards which tend to be less expensive, Shifflet said that many repair shops don't have the time or manpower to go to one of those yards and pull their own parts. Many smaller shops can't afford to close the business while they go hunting for parts. Those shops like the idea that they can order whatever they need from a yard like Shifflet's, and have it ready when they need it.

Besides buying cars for their parts, Shifflet also buys cars for resale. He doesn't, however, own any tow trucks, since that would be an expense he doesn't want to fund. "I'd rather have a man out in the yard, pulling parts," he said.

Because Shifflet's yard is surrounded by expensive properties, he said he gets offers all the time for the property, and he could make a rather large profit from it. "If I sold this property," he said, "I could buy another scrap yard," but right now he doesn't feel a need to move.

He's also gotten offers for the business itself, but he said, "If I sell it, what am I going to do?" While he's not ready to retire, he knows that when he makes that decision, the business he built will fund his retirement. "I win if I stay in the business and I win if I sell," he said.

ASR proposal

■Continued from Page 1

regulatory bodies that shredder residue is a non-hazardous waste," said Michael Wilson, chief executive officer of the Automotive Recyclers Association, a national organization representing professional automotive recyclers and dismantlers.

"The move by California legislators to classify shredder output as potentially hazardous waste is a significant change and could have ripple effects throughout the recycling industry," Wilson said. He said ARA supports research to develop processes to recycle and reuse shredder residue and supports efforts to continue to develop methods for separating the residue stream to make it a more suitable fuel.

One concern is what impact the California law, if enacted, could have on the regulatory climate in other states. David Wagger, director of environmental management for the Institute of Scrap Recycling Industries (ISRI) in Washington, D.C., said the California initiative could turn out to be significant, but the effects might not extend beyond the state's borders. "I don't see it immediately being regulated by other states," Wagger said. "California tends to be at the forefront of regulatory efforts. This is a case in point."

One factor is that definitions of what constitutes hazardous waste differ in California compared to federal definitions and those applying in other states. "It's easier to become hazardous waste in California just because of the definition," Wagger said.

Shredder output or other material that might be regulated as hazardous waste in California if the new proposal is enacted would not necessarily be categorized that way elsewhere because of their definitions. "I don't think other states are likely to change their definition because of this," Wagger said. "I don't think the ingredients are there from a regulatory point of view." He also said federal regulations don't lend themselves to a similar ruling.

Should the California bill be enacted, it does not appear that it would immediately affect California shredder companies. Several California auto shredding operations were contacted for this article but none provided any response. The language of the bill requires the California DTSC to conduct studies over a period of years on how shredder residue can be treated to reduce public risks from the presence of toxic metals and other materials.

A central feature of the studies would be taking samples from material on the shredder facility sites on several different occasions over a period of time to determine how much and what kind of toxic materials shredder residue contains. At a later stage, the DTSC, or a contractor hired by the agency, would attempt to determine whether current methods of treating shredder residue are acceptably reducing any hazards.

Since the 1980s, shredder residue has been treated by applying chemicals that stabilizes the mix to reduce dispersion of potentially toxic metals and other materials, according to a report prepared for the California chapter of ISRI. After going through a magnet to recover additional metals for recycling, it is considered non-hazardous. The treated residue is rarely disposed of as waste because it is too valuable for use as alternative daily cover, the ISRI California report said.

When the analyses of residue content and treatment effectiveness are completed, it could turn out that shredder residue will not be regulated as hazardous waste in California. The bill's sponsors clearly don't think that will happen, but recyclers are hoping that a way through will emerge that won't cost the industry too dearly.

The California ISRI chapter and shredders in the state are already meeting with regulators, even before knowing whether the bill will pass, to discuss how to study and, perhaps, more effectively treat potential hazards in shredder residue. Wilson said the British Environmental Agencies have confirmed that plastics from shredder residue can be recovered and used to generate energy. He said this indicates that almost all of the shredder residue can now be recycled or recovered.

Wilson also strongly encouraged California policymakers to include the role of the automakers in the shredder residue discussion and require that studies authorized under the legislation examine increased automobile manufacturer responsibility. "The role of appropriate environmental stewardship of ASR is one that needs to be shared by all in the automotive supply chain," he said.

"We have to continue to look at this and work on the issue," Wilson said. "The market is going in the right direction. Is it as quickly as the regulators would want it? The fact that the issue is out there in California means there's more work to be done. Regulators are demanding action so we'd like to hit the right balance."

Two fish swam into a wall. One turned to the other and said, "Dam."

EnerMotion awarded for fuel economy tech

Based on its recent analysis of the automotive waste heat recovery market, Frost & Sullivan recently recognized EnerMotion, Inc. with the 2014 North American Frost & Sullivan Award for Technology Innovation Leadership. EnerMotion's Hybrid Power and Energy Recovery (HYPER™) technology is an intelligent waste heat recovery technology that requires almost no maintenance, leaves a small footprint and addresses the twin concerns of meeting stringent emission regulations while achieving better fuel economy.

Globally, idling is a major cause of fuel wastage for cars and trucks. Ten min-

utes of idling can waste an estimated one-tenth to four-tenths of a liter of fuel. Another concern is the use of diesel auxiliary power units (APUs) for heavy trucks. States such as California do not permit heavy trucks to operate a diesel-fueled auxiliary power system (APS) for more than 5 minutes when located within 100' of a restricted area. The Environmental Protection Agency (EPA) has several existing regulations directed towards idling and APUs and is also drafting new regulations that address diesel APUs.

"Acknowledging the issues of fuel wastage, HYPER™ technology enables

better fuel economy by minimizing idling and reducing dependence on diesel-powered APUs," said Frost & Sullivan research analyst Lekshmy Ravi.

HYPER technology offers heating, ventilating and air conditioning system for vehicles that are at rest or in motion. Thermal energy is captured from the vehicle when it is in motion and can be used to heat or cool the vehicle's interior for up to 10 hours.

HYPER's closed-loop system is used to convert high-temperature heat to subzero temperature using a refrigeration cycle. Three independent loops

transfer heat from one loop to another. The first loop of the system is formed by a series of heat exchangers; in the second loop, the heat or cold energy is transferred to a thermal tank; and in the third loop, the energy is transferred to the vehicle through an interior heat exchanger.

The absence of moving parts in the HYPER system means that maintenance, if any, is minimal unlike diesel and battery powered APU's. The system is also extremely compact, the heavy truck product is only 10" deep, with a width of 34" and a height of 40".

Spotlight

Continued from Page 4

ger controls, an additional 180 gallon fuel cell and an air compressor, which allows this portable machine to be a self-contained, one man operation. The Over-Built bale/log cycle time is 1.5 minutes. Current production yields the manufacturing of 12 units annually and that volume will increase by 25 percent beginning next year.

"The recent trend in the industry to get more weight in less area has dictated the need for high pressure, high volume machines. Our baler logger provides tighter bales that can be stacked in multiple types of transport containers from flat beds to gondolas and overseas cargo containers," stated Besch.

"The portable E-Z Log Baler produces a bale quickly, efficiently and neatly. Just check the fluid levels and it is ready to go. The unit goes where the scrap is and the machine can operate from the control platform. The operator

can move the grapple crane up to 400', reach out 23', and lift 2,000 lbs. By selecting the metal type and volume of each bundle, a user can produce log bales to fit the requirement of the desired market," explained David Van Vleet, sales manager.

He noted that even expensive machines are worthless if no one can shred the final product. "Our innovative hydraulic compression sequence solves this problem. Once the loose scrap is loaded into the baling chamber, the E-Z Log Baler 'rolls' the scrap. An interwoven, low density bundle of about 20 to 30 lbs. per cubic foot is the result. Rolling the material, as opposed to mere compressing, produces a log that will stay together even when dropped. Despite that, the rolled logs still remain loose and low density enough for a 1,500 hp shredder to easily process them," Van Vleet stated.

He also said the simple but unique design of the machine, with easily accessible components, aids trouble-free operation and servicing. He added, "Fewer moving parts and smaller hydraulic cylinders produce a better bundle at a lower processing cost than other loggers. All of the hydraulic cylinders are manufactured with high-grade seamless polished steel in our own factory. Also, all E-Z Log Balers use standard parts and components. Operating instructions are provided by R.M. Johnson trained specialists and baler options include stationary



Sierra International

or portable; diesel, gas or electric engines; and with or without new or rebuilt cranes. Custom designs and specifications are also available."

According to Jose Pereyra, sales manager, "For the past 10 years, the Sierra International Machinery RB-6000 has simply been the best car logger/baler available. Nearly 500 are in operation around the world. The curved box design and high pressure hydraulic system gives the RB-6000 the strength and durability to log cars with or without engines. Also, the 20' box easily handles both cars and pickups."

The RB 6000 has a cycle time of 2 minutes and loading is handled by an on-board, continuously-rotating crane with a 26' reach. Lifting capacity is over



Granutech-Saturn Systems

6,000 lbs. at full reach. Every RB-6000 is backed by Sierra Service.

Pereyra added that "Sierra has a long history in the recycling industry. Each product and service we provide is based on that experience. We are recyclers providing solutions and equipment for recyclers."

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92% of companies either finance or lease.
How can we help you?

2005 Harris GS 1100 Guillotine Shear/Baler/Logger

with 3 Conveyors

12,473 Hours

Throat: 34" wide

Box: 25'

Shear force: 1,108 NT

Five 100 HP Motors (special wound to run up 150 HP)

17-27 TPH

Conveyors:

Karl Schmidt all installed new in 2005

First conveyor is a shaker. 4' wide x 25' long.

Second Conveyor 4' wide x 26' long

Third conveyor a radial stacker 4' wide x 60' long.

Height of discharge 22' 10"

Entire System Priced at \$699,000.00

