



American Recycler

NewsVoice of Salvage, Waste and Recycling

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FOCUS: AUTOMOTIVE

Salvage auction access prompts legislative actions in several states



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Exports produce scrap tire shortage

by MARK HENRICKS

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A shortage of scrap tires that drastically reduced tipping fees collected by recyclers in some regions of the country has eased as China tightened its import restrictions, but observers say it could resume at any time and impose significant hardships for many recyclers in hard-hit areas.

Scrap automobile and truck tires are recycled for a variety of end uses, from being burned for fuel to power cement kilns and electric generation plants to being ground up for use in roadway paving and running tracks. The supply of scrap tires is normally stable, with the U.S. vehicle fleet generating approximately 300 million tires per year due to replacement and retirement.

But around the beginning of 2011, that changed. Exports of baled scrap tires to Vietnam surged powerfully and stayed well ahead of normal levels for about 18 months. During this period Vietnam was importing tires at a rate of about 20 million annually, according to Michael Blumenthal, vice president of the Rubber Manufacturers Association, a Washington, D.C., industry group representing tire makers.

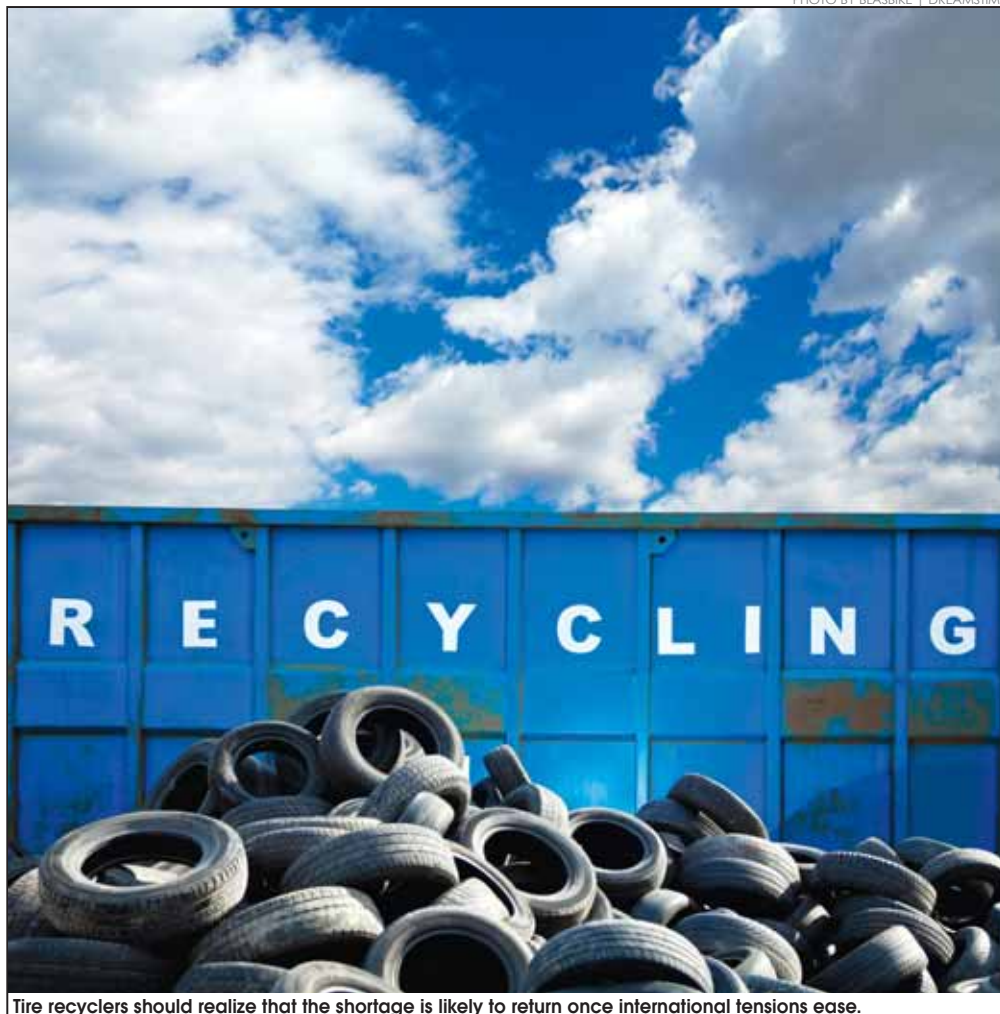
The baled tires sent to Vietnam were ultimately headed to China, Blumenthal said. There, they were primarily burned for energy generation. China officially bans importation of scrap tires, but because the tires were in demand for the country's industries, it looked the other way at tires entering from Vietnam, he stated.

Americans are throwing away 40 percent of food in the U.S., the equivalent of \$165 billion in uneaten food each year, according to a new analysis by the Natural Resources Defense Council (NRDC).

"As a country, we're essentially tossing every other piece of food that crosses our path – that's money and precious resources down the drain," said Dana Gunders, NRDC project scientist with the food and agriculture program. "With the price of food continuing to grow, and drought jeopardizing farmers nationwide, now is the time to embrace all the tremendous untapped opportunities to get more out of our food system. We can do better."

NRDC's issue brief – Wasted: How America is Losing Up to 40 Percent of Its Food from Farm to Fork to Landfill – analyzes the latest case studies and government data on the causes and extent of food losses at every level of the U.S. food supply chain. It also provides recommendations for reducing this waste. Key findings include:

•Americans trash 40 percent of our food supply every year, valued at about \$165 billion;



Tire recyclers should realize that the shortage is likely to return once international tensions ease.

The tires shipped to Vietnam represented about eight percent of the scrap tires processed annually in the U.S., Blumenthal said. However, the effect of the diversion of tires was concentrated in three areas, including ports in California, Florida and New York/New Jersey. In these areas, recyclers faced significant shortages of tires.

The result of the shortages was that recyclers reduced the tipping fees they normally charged tire retailers, body shops and other sources of scrap tires. In some cases, tipping fees, which represent a major source of income for recyclers, were depressed more than 50 percent, Blumenthal said.

See **SCRAP TIRE SHORTAGE**, Page 4

Americans trash 40 percent of food supply



PHOTO BY AANEELA | DREAMSTIME

•The average American family of 4 ends up throwing away an equivalent of up to \$2,275 annually in food;

•Food waste is the single largest component of solid waste in U.S. landfills;

•There has been a 50 percent jump in U.S. food waste since the 1970s.

The causes of losses in our food system are complex, but there are notable problem areas.

At the retail level, grocery stores and other sellers are losing as much as \$15 billion annually in unsold fruits and vegetables alone, with about half of the nationwide supply going uneaten. In fact, fresh produce is lost more than any other food product – including seafood, meat, grains and dairy – at nearly every stage in the supply chain. Some of this is avoidable. For instance, retailers can stop the practice of unnecessary abundance in their produce displays, which inherently leads to food spoilage.

But consumers are also a major contributor to the problem, with the majority of food losses occurring in restaurants and

See **FOOD WASTE**, Page 4



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Second annual Recycle-Bowl Competition set to begin

Keep America Beautiful, the nation's largest volunteer-based community action and education organization, is again teaming up with Nestle Waters North America to launch the second annual Recycle Bowl youth recycling competition.

In its inaugural year, more than 1,200 elementary, middle- and high-schools around the country, representing more than 500,000 students, participated in a fun, interactive way to learn about waste reduction and environmental responsibility through in-school recycling. Of participating schools, 67 percent saw a "significant" or "some" increase in the amount of materials their school recycled during the competition timeframe.

Registration for this incentive-based recycling competition is open to all U.S. schools at the Recycle-Bowl website at <http://recycle-bowl.org>. The competition runs from October 15 through November 9, 2012, culminating around America Recycles Day. Participating schools will track and report how much recyclable material they collect for a chance to win prizes. At the close of the 4-week competition, the school in each state that collects the most recyclable material per capita will win \$1,000. A national champion will then be chosen from among the statewide winners to receive an additional grand prize valued at \$2,500.

Educational recycling activities will also be provided online and through a registration toolkit. Recycle-Bowl is sponsored by Nestle Waters North America.

Metso's pre-shredders help clean up waste in Japan's tsunami region

In April 2012, Metso supplied four M&J Eta PreShred 6000 machines to Kouki Corporation in Japan for the Ishinomaki incineration plant.

The entire plant is located on a pier in Ishinomaki and was established to clean up the area after the tsunami devastated the region on March 11, 2011. Waves surging up to a height of 30 meters and the high water level persisting for about 48 hours left approximately 25 million tons of waste along the 500 km coastline. The coastline has been divided into sections, with Ishinomaki as being the biggest one, and the Ishinomaki government now faces the difficult task to eliminate 7 million tons of waste. This particular waste contains all sorts of debris from the sea, mixed up with structural components of houses and a lot of mud.

The gigantic mass of waste of 7 million tons will be processed by 4 M&J Eta PreShred 6000 machines, employing around 300 persons per shift. Due to the huge amount of mud, the waste density at Ishinomaki is significantly higher than usual. In addition to the Eta PreShred 6000 units, the plant setup includes 6 feeding systems to supply the machines and 1 excavator to even out the waste, conveyed by the feeder belt and sorting lines, on the cutting table in the hopper. Forty workers are needed for the picking line only.

Metso Japan's customer support manager will provide permanent support for the Ishinomaki plant for the next couple of years, while also being responsible for the other M&J 4000M units installed in the same area in Japan.



Is recurring fork failure becoming an issue?

Cracks and wear are the first signs of fork failure but lack of preventative maintenance and daily inspection normally leads to catastrophic failure at the most inopportune times.

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Food waste

■Continued from Page 1

household kitchens. A significant reason for this is large portions, as well as uneaten leftovers. Today, portion sizes are two to eight times larger than the government's standard serving sizes.

Wasted food also translates into wasted natural resources, because of the energy, water and farmland necessary to grow, transport and store food. About half of all land in the U.S. goes to agriculture; some 25 percent of all the fresh-water consumed in this country, along with 4 percent of the oil, goes into producing food that is never eaten. Moreover, uneaten food accounts for 23 percent of all methane emissions in the U.S.

Europe is leading the way in reducing food waste. In January 2012, the European Parliament adopted a resolution to reduce food waste 50 percent by 2020, and designated 2014 as the "European year against food waste." In the U.K., an extensive 5-year public awareness campaign called "Love Food Hate Waste" has contributed to an 18 percent reduction in avoidable food waste. And 53 of the leading U.K. food retailers and brands have adopted waste reduction resolutions.

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Scrap tire shortage

■Continued from Page 1

Recyclers pointed the finger of blame for the situation at what they described as unlicensed operators. Blumenthal said most of the organizations doing the collecting, baling, storage and shipments of the scrap tires exported to Vietnam weren't properly licensed to do so. Licensed recyclers have been calling on state regulators to enforce permitting and licensing requirements in an effort to control the traffic, he said.

The effects of the tire export surge on products made from scrap tires have been modest, according to Blumenthal. Low-value uses, such as cement kilns that burned tires for energy, have seen the biggest reduction in scrap tire availability. Higher-value uses, such as crumb rubber, however, have been able to maintain their supplies, he said.

Recyclers have likely not seen the last of the export-induced tire shortage. That's because the end of the export surge in July 2012 was largely caused by international tensions between China and other Southeast Asian countries including Vietnam that have prompted China to ratchet up enforcement of its tire import ban. In fact, said Blumenthal, "They have banned tires from Vietnam. About two months ago, the import of tires from Vietnam came to a sudden end. It went from about 20 million tires per year down to about zero."

The source of the tension is conflicting claims over islands in the oil-rich South China Sea, with China declaring it owns islands that other countries consider theirs. While the tension is high now, it may well abate as the disputes are resolved, at which point Blumenthal thinks it is likely China will again permit imports of scrap tires from Vietnam. If and when that happens, he said, U.S. scrap tire exports to Vietnam are likely to mushroom once again.

The effects on recyclers if that happens again may be somewhat diminished if they succeed in getting states to more tightly regulate collectors, balers and shippers of export scrap tires. Blumenthal said recyclers and associations

in the most-affected areas of California, Florida, New York and New Jersey are working with regulators to make them aware of the issue and educating them about identifying unlicensed operators.

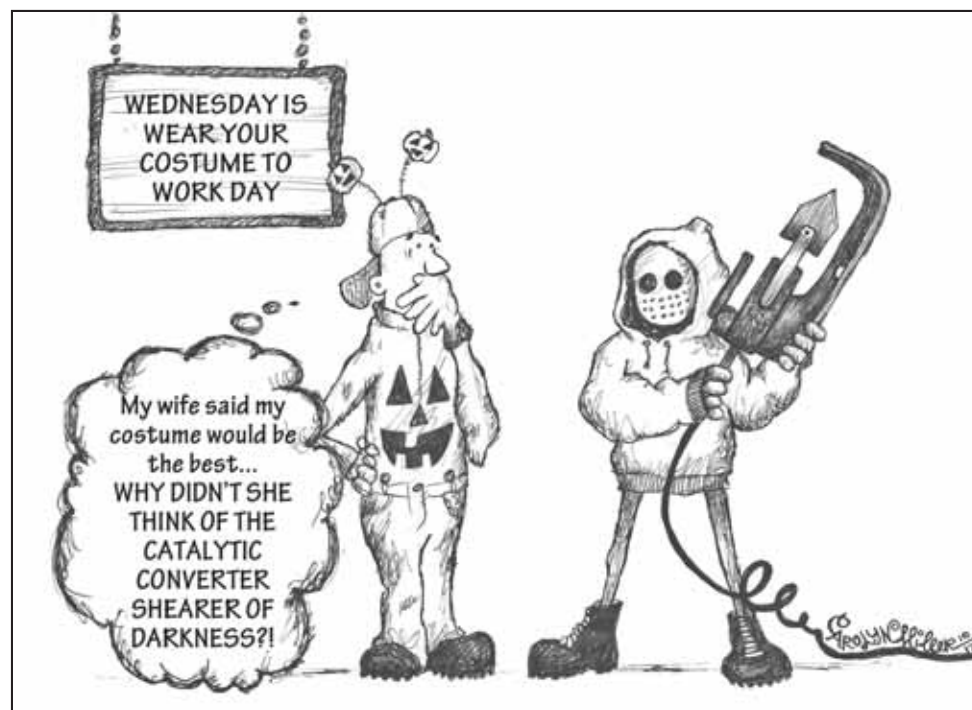
Recyclers are also working proactively to improve their sources of supply so that, even if Vietnamese exports pick up again, they won't have to drastically discount tipping fees in order to obtain sufficient tires to operate economically. This effort is complicated by the fact that most of the scrap sources involved in the exports were smaller operators, according to Blumenthal.

It's naturally harder to negotiate long-term contracts with a lot of small shops than with a few national chains of tire stores and auto repair centers. However, he said that, since many of the companies doing the collecting of scrap tires for export have ceased operations since the Vietnam market dried up, scrap tire sources that formerly dealt with them are looking for more reliable places to dispose of their scrap tires.

Otherwise, since July or so, it's generally back to business as usual for scrap tire recyclers across the United States including those previously affected by the export-induced shortage. However, Blumenthal warned, tire recyclers should realize that the shortage is likely to return once international tensions ease and China begins accepting tire imports from Vietnam again. That's why now is no time to ease up on pressure to improve regulation.

"The export market is a legitimate market with no restrictions on it," Blumenthal said. "The problem is that the companies that invested in the scrap tire business and have permits and have developed markets are suffering because of this market anomaly."

His solution, rather than trying to keep Vietnam or China from buying U.S. scrap export, is to keep unlicensed operators from selling it to them. "We can't say you can't export tires," he said. "What we can say is, if you're going to be in the game you have to play by the rules, be permitted and have the licenses. That's where we're focusing our efforts."



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WTSA Lines add low-sulfur component to bunker charge

Member container shipping lines in the Westbound Transpacific Stabilization Agreement (WTSA) will add a new component to their bunker fuel charges, to offset the added cost of burning more costly low-sulfur fuel while sailing within 200 miles of North American coastal waters.

The low-sulfur component (LSC) will be incorporated into WTSA's guideline bunker charge, effective with the calendar quarter beginning October 1, 2012, in the amount of \$11 per 40' container (FEU) from the West Coast, and \$38 per FEU from the East and Gulf Coast. It will be based on the same 13 week reporting period as the standard bunker charge and will be adjusted on the same effective dates.

The LSC is based on:

- Average weekly price differentials between standard bunker and low-sulfur fuel as reported by Platt's;
- A weighted average of WTSA carriers' relative daily consumption of the different fuels; and
- Average per-sailing days within the 200 mile ECA limit.

The component is applied by backing out from the current bunker charge the number of sailing days within the ECA per voyage, at the fuel consumption rates and prices for standard bunker fuel, and then adding back in the number of days in the zone and costs based on average low-sulfur consumption and prices. All other calculation variables used in the existing bunker charge formula remain the same.

The United Nations' International Maritime Organization (IMO) established its new North American Emissions Control Area (ECA) effective August 1, 2012, under the MARPOL Annex VI protocol, to which the U.S. and Canada are signatories. The result has been higher costs during the sailing days WTSA line vessels operate inside the expanded zone – a weighted average 4.3 days from the U.S. West Coast, and 4.75 days from the U.S. East and Gulf Coasts.

According to price data reporting service Platt's, price differentials between standard bunker and premium low-sulfur fuel at the four key loading locations used to calculate the WTSA component – Los Angeles/Oakland, Seattle, Charleston and New York – ranged from \$87 to \$260 per metric ton as of mid-August.

Price differentials tracked by WTSA have risen in recent months, particularly on the West Coast as the ECA has been implemented in August. An internal price sensitivity study reveals that for every \$20 per metric ton change in low-sulfur fuel prices, component levels rise or fall \$5 to the West Coast, and \$7 to the East and Gulf Coasts.



"We're buying our 8th piece of Al-jon equipment to help us keep up with growth."

"After working with one 580CL for a year, we learned that having customers set up for a baler increased our production substantially," reports Don.

"Customer demand led to our purchase of a second 580. Even with the efficiency of one machine, we couldn't keep up with requests from new customers. When they discovered how efficient we were, they kept giving us more business. That's why we're buying a third 580," says Don.

"We tried another brand once," explains Lynn. "It cost a fortune for parts. Their service department was horrible and no one was helpful or cared about anything. Needless to say, we gathered our wits, embraced our Al-jon tradition and never looked back."

Over the past 16 years, Cascade has purchased eight Al-jon machines, which helped grow the business. "We never thought we would achieve what we have," states Lynn. "They have always gone over and above to make sure we had what we needed. If we have achieved some measure of success it was, in part, because of our relationship with the folks at Al-jon."

Lynn & Don Roemer

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California companies recognized for product stewardship achievements

Four California businesses were honored by the California Product Stewardship Council during the organization's Arrow Awards ceremony in Oakland, California at the California Resource Recovery Association's 36th annual conference. Shaw Industries, No Toil Industries, Call2Recycle and Armstrong Ceiling Systems received state wide recognition respectively for overall excellence in product stewardship, green design, coalition building and product take-back.

Shaw Industries, located in Santa Fe Springs, California was honored for their overall excellence in product stewardship with a Golden Arrow Award. Shaw's premier carpet brand, Tuftex, is manufactured exclusively in California which is a cradle-to-cradle product which can be reclaimed, disassembled and remanufactured into itself. Shaw's Tuftex facilities in California are at “Zero Waste to Landfill” status. Shaw also has a sustainable energy strategy focused on maximizing efficient use of critical resources, as well as reducing their overall environmental footprint by decreasing energy, waste and water consumption.

Yuba City, California-based No-Toil was awarded the Green Arrow Award for System Design and Innovation for manufacturing the world's first and only biodegradable and non-toxic foam air filter for the motorsports industry. The No-Toil Bio Air Filter Oil reduces petroleum oil use, hazardous waste, landfill waste, and emissions while still increasing vehicle performance. One can maintain a motorcycle air filter without hazardous solvents and waste in a one-step cleaning process, versus the old three-step cleaning process. This makes it easier to do the right thing.

Located in Ladera Ranch, California, Call2Recycle was given the Bow and Arrow Award for Coalition Building for their partnership with local governments and retailers to create battery recycling opportunities that are convenient to the public. Call2Recycle has become the first battery recycling program to obtain Responsible Recycling certification and e-Stewards recognition by the Basel Action Network. These third-party certifications demonstrate Call2Recycle's commitment to responsible recycling and ensure participants that their batteries and cellphones are recycled in accordance with the highest standards. Call2Recycle is affiliated with other stewardship organizations such as Product Stewardship Institute, Global Product Stewardship Council and Electronic Product Environmental Assessment Tool.

Armstrong World Industries with a plant in South Gate California, received the Infinity Arrow Award for Service and Take-Back. Their Ceiling Tile Recycling Program is the longest running program of its kind for mineral fiber and fiberglass ceiling tiles. The process is a closed loop in which ceiling tiles that have been removed from renovation and demolition projects are sent to the nearest Armstrong ceilings plant, where they are used in the manufacture of new ceiling tiles. Armstrong designates new tiles made with high levels of recycled ceilings as Ceiling-2-Ceiling tiles. Since the program began in 1999, Armstrong has recycled over 123 million sq.ft. of old ceiling tiles. This represents more than 16,000 roll-off containers of discarded construction materials that would have otherwise been taken to landfills.

College football fans compete to reduce game day trash

College football fans across the country will compete to see which school can become the powerhouse in waste reduction and recycling during the annual Game Day Challenge. Registration for this national competition is open at <http://gamedaychallenge.org>. The national champion will be announced in December.

The 2012 Game Day Challenge will be administered by the College & University Recycling Coalition (CURC), Keep America Beautiful (KAB) and the RecycleMania, Inc., with support from the U.S. Environmental Protection Agency (EPA).

The competition will be as intense off the field as it will be on the field during the collegiate football season. The rules are simple. Any college or university in the United States with a football program can enter. Schools choose a home football game, sign up with Game Day Challenge and then promote waste reduction and recycling

at the football game. At the end of the game all waste and recycling is collected and measured. Waste and recycling numbers, plus game attendance, are then reported to Game Day Challenge and used to rank schools in several categories including:

- Least amount of waste generated per attendee.
- Greatest greenhouse gas reductions (from diverting waste).
- Highest per capita recycling.
- Highest per capita organics recovery (food donation and composting).
- Highest combined recycling and composting rate.

Reducing waste generated at collegiate sporting events can save energy and reduce greenhouse gas emissions. Last year, 75 participating schools kept nearly 500,000 pounds of game-day waste out of the landfill, which prevented nearly 810 metric tons of carbon dioxide from being released.

Glass recycler faces fine for clean water violations

Strategic Materials, Inc. of Houston, Texas faces a fine for allowing polluted stormwater from its glass recycling facility in Franklin, Massachusetts to flow into nearby waters, in violation of the Clean Water Act. The company faces a maximum penalty of up to \$177,500 for the alleged violations.

According to allegations in the complaint, Strategic Materials initially failed to obtain permit coverage for its stormwater discharges and failed to prepare a storm water pollution prevention plan. Once Strategic Materials obtained permit coverage, it discharged stormwater from the facility in violation of various terms and conditions of EPA's "Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity." The company failed to implement control measures necessary to minimize pollutant discharges from stormwater and failed to conduct inspections of the facility and visual assessments of the discharge outfall.

The Clean Water Act requires industrial facilities, such as recycling facilities, to have controls in place to minimize pollutants from being discharged with stormwater into nearby waterways. Each site must have a stormwater pollution prevention plan that sets guidelines and best management practices that the company will follow to prevent runoff from being contaminated by pollutants.

Without on-site controls, runoff from recycling facilities can flow directly to the nearest waterway and can cause water quality impairments. As stormwater flows over these sites, it can pick up pollutants, including sediment and other debris which can inhibit the receiving streams use.

Interstate Waste operating under the Advanced Disposal name

Advanced Disposal Services, Inc., combined Interstate Waste Services into its operations. Advanced Disposal Services has officially assumed managerial and financial control of Interstate Waste Services effective in September.

Interstate Waste and Advanced Disposal, both portfolio companies of Highstar Capital, owned through Star Atlantic Waste Holdings II, LP, have historically operated independent of each other. In September, the companies were consolidated and began working together under the Advanced Disposal name.

The new consolidated Advanced Disposal, post Veolia closing, will operate in 20 states and the Bahamas, service more than 1.8 million residential customers and more than 200,000 commercial and industrial customers, and generate an estimated \$1.4 billion in annual revenues.

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July AF&PA paper reports

The American Forest & Paper Association (AF&PA) released its July 2012 U. S. paper reports.

Containerboard

Containerboard production rose 2.3 percent over June 2012 but fell 2.2 percent compared to same month last year. The month-over-month average daily production decreased 1 percent. The containerboard operating rate for July 2012 lost one point over June 2012 from 96.3 percent to 95.3 percent.

Paperboard

Total boxboard production decreased by 4.1 percent compared to July 2011 and decreased 0.4 percent from last month. Unbleached Kraft Folding production decreased over the same month last year but increased compared to last month. Total Solid Bleached Boxboard & Liner production decreased compared to July 2011 and last month. The production of Recycled Folding decreased compared to July 2011 but increased when compared to last month.

Recovered Fiber

According to the report, total U.S. industry consumption of recovered paper in July was 2.43 million tons, less than 1 percent lower than June 2012. Year-to-date consumption in 2012 is 4 percent lower than during the same period last year.

U.S. exports of recovered paper, as reported by the U.S. Census Bureau,

dropped 3 percent in June compared to May, led by a steep decrease in Pulp Substitutes exports to China. Year-to-date exports of recovered paper in 2012 are 5.5 percent lower than during the same period in 2011.

Printing-writing paper

According to the report, total printing-writing paper shipments decreased 3 percent last month compared to July 2011. Shipments of coated mechanical papers posted the only year-over-year increase among the four major grades. U.S. purchases (demand) of printing-writing papers also decreased by 4 percent in July. Additional key findings include:

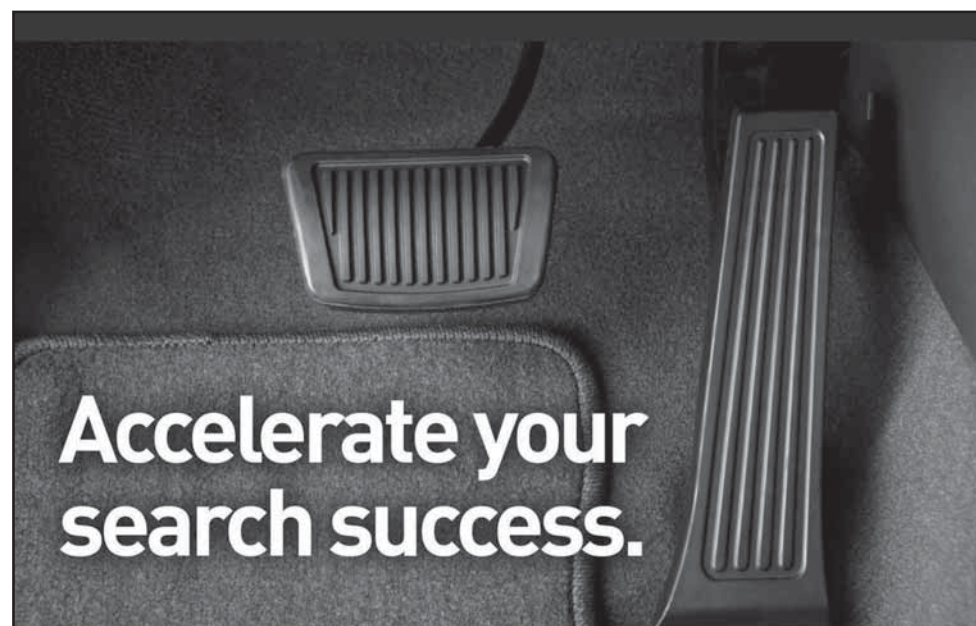
- Shipments of coated mechanical papers increased compared to July 2011 – the third such year-over-year increase in 2012.

- Shipments of coated free sheet papers reached a new high for the year but still decreased slightly year-over-year.

- Shipments of uncoated free sheet papers were down year-over-year, the fifth consecutive year-over-year decrease.

- Uncoated mechanical paper shipments continue the downward trend with sixteen consecutive month year-over-year decreases.

In the first year of marriage, the man speaks and the woman listens. In the second year, the woman speaks and the man listens. In the third year, they both speak and the neighbors listen.



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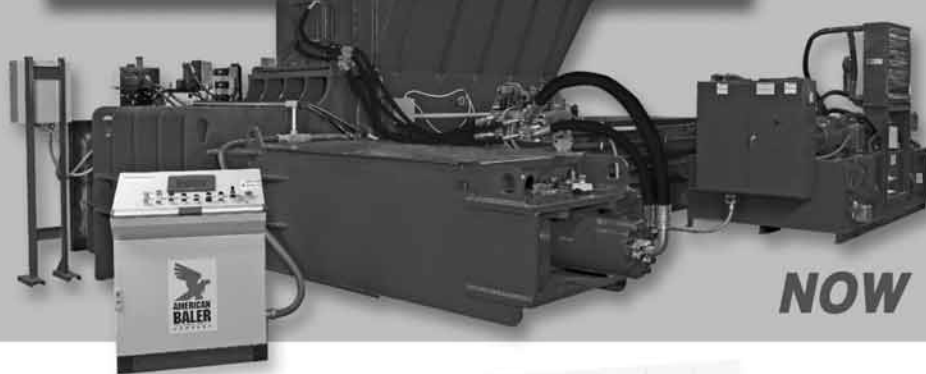
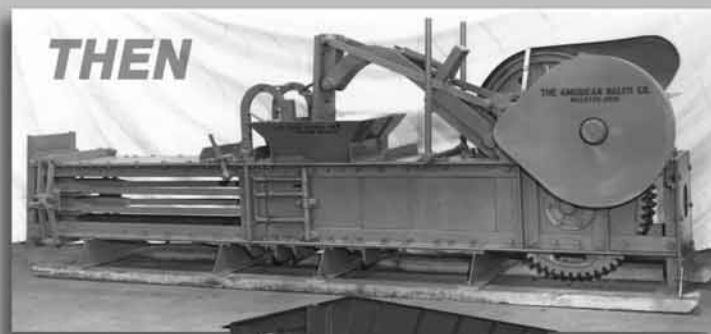
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- 1963 MINERAL WOOL BALER
- 1964 MANIFOLDS INTERNAL VALVES
- 1967 SIDE INSERTER BALER
- 1968 4-WAY TENSION CONTROL VALVE PATENT
- 1970 SOLID STATE CONTROLS
- 1972 AUTO-TIE BALERS WITH CONTROLS ON ONE SIDE
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RUBBER

Survey reveals recycled tire rubber often in asphalt

The results of a survey by the Rubberized Asphalt Foundation (RAF), a research foundation dedicated to the science and practical use of recycled tire rubber in asphalt pavements, revealed that 70 percent of transportation agencies have previously used or currently use recycled tire rubber in asphalt. About half of the respondents indicate that they have a specification for using recycled tire rubber.

The survey was conducted for RAF by the Highway Sustainability Research Center at the University of Massachusetts Dartmouth and was distributed to 152 transportation professionals, including members of each state transportation agency, the Federal Highway Administration and other government agencies.

Agencies have utilized recycled tire rubber routinely for crack sealing (30 percent), chip seals (26 percent), dense-graded hot mix asphalts (15 percent), joint sealants (15 percent), stress absorbing membrane interlayers (11 percent) and open-graded friction courses (11 percent). Other respondents reported the same uses for rubberized asphalt on an experimental basis.

Another aspect of the survey noted the predominate technology currently being used for incorporation of the rubber is terminal blending. It is being chosen 59 percent of the time.

For a direct link to the full report, view this article on www.AmericanRecycler.com.

Lehigh raises \$16M for expansion

Lehigh Technologies Inc. has completed \$16 million in financing, securing investments from top global venture capital firms, led by Leaf Clean Energy and including Kleiner Perkins Caufield Byers, Index Ventures and NGP Energy Technology Partners. The funding will go toward expanding the company's geographic reach and research and development initiatives – bolstering its ability to meet growing commercial demand for its micronized rubber powder (MRP) technology.

Lehigh Technologies' MRP technology transforms end-of-life tire and post-industrial rubber into new materials that

are incorporated into high-performance tires, consumer and industrial plastics goods, asphalt and coatings and construction materials. Lehigh's MRPs are a lower cost, sustainable replacement for higher priced synthetic polymers and associated rubber compounds. The new MRP material helps Lehigh customers lower product costs and increase their sustainability profile while maintaining or improving product performance. Lehigh's customer base includes the largest tire companies in the world – over 140 million tires have been manufactured using Lehigh's MRP.

ELECTRONICS

U.S. Coast Guard Academy awarded for green electronics

A federal facility in New London, Connecticut was among 25 federal facilities nationally recognized for helping the federal government be greener in its buying, using and disposing of electronic equipment.

The U.S. Coast Guard Academy in New London was one of 33 winners from 10 federal agencies nationwide to receive the 2012 Federal Electronics Challenge award, sponsored by the Environmental Protection Agency (EPA) and the Office of the Federal Environmental Executive.

In addition, Chris Beling, a project manager at EPA's New England office, was among 10 individual federal employees to be recognized as a champion in the Federal Electronics Challenge.

The activities of all the winners resulted in \$7.8 million in savings last year and greenhouse gas emissions reductions equivalent to taking 6,000 passenger cars off the road for a year. The federal government purchases billions of dollars worth of information technology equipment and services annually.

This year's award winners include: 10 Platinum Awards, five Gold Awards,

ten Silver Awards and eight Bronze Awards. These winners completed a variety of electronics stewardship activities in fiscal year 2011, including purchasing more than 105,000 green electronics registered with EPEAT – the Electronic Product Environmental Assessment Tool, software that compares the environmental attributes of computer desktops, laptops and monitors; enabling power saving sleep features on more than 97 percent of their computers and monitors; and recycling more than 361,000 lbs. of electronics.

The U.S. Coast Guard Academy was given a bronze medal for its success in reducing the environmental impacts of electronics.

Beling, a project manager in the EPA's Office of Assistance and Pollution Prevention, was given a Champion Award for her dedication and support to this electronics challenge.

The Federal Electronics Challenge is a partnership program that encourages federal facilities and agencies to buy greener electronics; reduce the impacts of electronics during use and to manage the disposal of used electronics in an environmentally safe way.

At the beginning of my medical shift, I placed a stethoscope on an elderly and slightly deaf female patient's anterior chest wall.

"Big breaths," I instructed.

"Yes, they used to be," the patient remorsefully stated.

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METALS

Schnitzer to cut 300 jobs

Schnitzer Steel Industries, Inc. reported that in early June, export sales prices for ferrous metals, net of freight, dropped approximately \$70 to \$80 per ton from May levels, largely driven by slower global growth rates, economic uncertainty and the stronger U.S. dollar. Export sales prices remained relatively flat for the remainder of June and July before increasing slightly in August for September shipments. During the quarter, the supply of scrap continued to be constrained by low U.S. gross domestic product growth, and was further impacted in the fourth quarter by a lower price environment and unusually hot weather. As a result of these conditions, average inventory costs were not able to decline as quickly as cash purchase costs for raw materials. Average inventory costs are expected to adversely impact consolidated operating income by approximately \$25 million compared to the third quarter, with approximately two-thirds of this impact affecting their metals recycling business.

In Schnitzers' metals recycling business, ferrous average net selling prices are expected to decline 10 to 15 percent from the third quarter of fiscal 2012. Ferrous sales volumes are also expected to decline 10 to 15 percent due to reduced flows of raw materials. Nonferrous average selling prices and volumes are expected to decline approximately 5 to 10 percent from the third quarter. Operating income per ferrous ton is expected to be \$8 to \$9, approximately 35 percent lower than the third quarter of fiscal 2012, primarily due to the adverse effect of average inventory accounting and the impact of lower volumes on unit costs partly offset by improved cash metal spreads generated in the early part of the quarter. For fiscal year 2012, Schnitzers' metals recycling business is expected to achieve operating income per ferrous ton of approximately \$12 on aggregate sales volumes of approximately 5 million ferrous tons and 600 million nonferrous lbs.

In the auto parts business, the sharp drop in commodity prices is expected to result in a decline of 15 to 20 percent in revenues from the third quarter of fiscal 2012. Operating margins in the fourth quarter are expected to approximate break-even, with over half of the decline from the third quarter due to the significant negative

impact from average inventory accounting. The remainder of the decline is expected to result from the effects of falling commodity prices on scrap and core revenues and seasonally lower parts sales. For fiscal year 2012, their auto parts business is expected to generate an operating margin of approximately 10 percent on an aggregate 340 thousand cars purchased.

Schnitzer also announced initiatives which they expect will extract greater synergies from the significant acquisitions and technology investments made in fiscal 2011 and realign the organization to support future growth. The completion of these initiatives is expected to yield higher earnings by further integrating their metals recycling and auto parts businesses, streamlining corporate functions, and reducing organizational layers. These initiatives are expected to lower annual operating costs by \$25 million and be substantially complete by the end of the first quarter of fiscal 2013. Total restructuring charges are expected to be approximately \$12 million, with \$5 million of that amount expected to be incurred in the fourth quarter of fiscal 2012. Of the remainder, approximately half is expected to be incurred in the first quarter of fiscal 2013, with the balance by the end of the fiscal 2013. The restructuring charges primarily represent costs connected with the elimination of approximately 300 positions.

In light of the expected segment operating performance, including the adverse impact of average inventory accounting, slight improvements expected in corporate costs and modest tax benefits as compared to the third quarter, their reported earnings are expected to approximate break-even for the quarter before restructuring charges of approximately \$0.12 per diluted share. Actual financial performance may be materially different based on, among other factors, market conditions and the timing of shipments.

During the quarter, operating cash flow was used to fund capital expenditures, to repurchase approximately 500,000 additional shares of their Class A common stock and for the acquisition of a metals recycling facility in Canada. As a result, total debt to total capital is expected to be approximately 25 percent, in line with the third quarter.

Aluminum can recycling rate reaches 65.1 percent

The U.S. recycling rate for aluminum beverage containers jumped 7 percentage points, from 58.1 percent to 65.1 percent for 2011, the Aluminum Association, Can Manufacturers Institute (CMI) and Institute of Scrap Recycling Industries (ISRI) announced. That means 61 billion cans were recycled in 2011, a milestone that marks solid progress toward the industry's goal of a 75 percent recycling rate. The higher recycling rate also secures the aluminum can's position as the most recycled beverage container. Aluminum cans are recycled at a rate that is more than double that of any other beverage container.

"Cans are an obvious green packaging choice because it takes 95 percent less energy to produce a can from recycled material, resulting in significant energy, emissions and resource savings. The amount of energy saved just from recycling cans in 2011 is equal to the energy equivalent of over 17 million barrels of crude oil. That's the amount of oil needed to fuel more than 1 million vehicles on the road for 12 months. Interestingly, that same amount of energy equivalency that recycling cans saved (17 million barrels of crude oil), is also what it takes to produce the 29 billion plastic water bottles Americans consume each year," said the Association's Can Committee chair, Allison Buchanan of Alcoa.

"What's more, these savings can be realized over and over again due to the

infinite recyclability inherent in aluminum cans. That means the cans we recycle after our upcoming Labor Day barbecues will be back on the store shelf as new cans by Halloween; not just this year, but for many years to come."

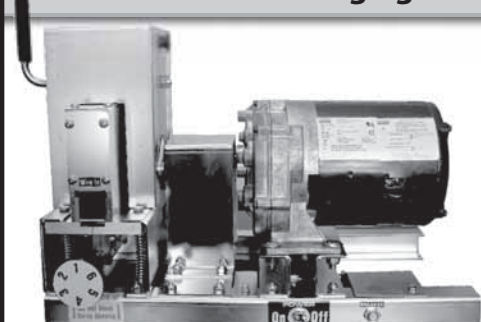
This can-to-can closed loop process happens in as little as 60 days. In fact, aluminum cans not only have the highest recycling rate of all beverage packages, they also have by far the greatest amount of total recycled content – an industry average of 68 percent.

A large part of the increase in the recycling rate was driven by imports of used beverage containers; imports in 2011 increased approximately 25 percent, underscoring the need for improved recycling among U.S. consumers as well as the value of aluminum. Because of a high demand for recycled aluminum cans in the United States, the aluminum industry purchases UBCs from Mexico, Canada and other countries as many cans get shipped to those countries. Used cans have value, the highest of any material in the recycling stream, and are shipped into the United States for melting and conversion into new cans. The Aluminum Association has included imported cans in its recycling rate since it began reporting in 1972. In the last several years, the steady increase in imports has become a more impactful factor to the overall recycling rate in the United States.

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METALS

Novelis emerges as sustainability leader in the aluminum industry

Novelis Inc. has made significant progress in its commitment toward reducing its carbon footprint and delivering on key measures of sustainable business performance. Among the milestones detailed in its second annual sustainability report is an increase in the recycled content of its products from 33 percent to 39 percent in the first year since announcing its ambitious target to achieve 80 percent recycled content by 2020.

Other highlights of the comprehensive report include the following results vs. baseline performance:

- A 19 percent reduction in energy intensity – halfway to Novelis’ 2020 goal of 39 percent;
- An 11 percent reduction in water intensity, almost halfway to its goal of 25 percent;
- A seven percent reduction in greenhouse gas emissions, representing significant progress towards reaching its total goal of halving Novelis’ absolute GHGs; and,
- An 18 percent improvement towards the company’s goal of reducing waste to landfill to zero.

The Novelis report received an “A” rating from the Global Reporting Initiative (GRI), the world’s most widely used framework for sustainability reporting.

“Sustainability is, without a doubt, driving our business strategy going forward,” said Phil Martens, Novelis president and chief executive officer. “A growing percentage of people today want to purchase products that lower their personal carbon footprint, and they expect the companies and technologies behind these products to operate in a sustainable manner. By dramatically increasing the amount of recycled content in our aluminum sheet and applying innovation to our product development, we enable consumers to make sensible, environmentally sustainable purchasing choices.”

Already the world’s largest recycler of aluminum beverage cans, Novelis is investing in new technologies and facilities to process a broader array of aluminum scrap. In the past 3 years, the company has announced investments of approximately 810,000 metric tons of increased global recycling capacity in Germany, Korea and Brazil. The company is also strengthening its recycling collection systems, including the establishment of a new, independent beverage can procurement organization in North America.

A critical component of the company’s sustainability commitment is the newly-created Novelis Sustainability Council, which brings a wealth of knowledge and experience in corporate sustainability. The members of the Council include:

- Matt Arnold, head of environmental affairs, JP Morgan Chase;
- Stuart Hart, S.C. Johnson chair in sustainable global enterprise, Cornell University;
- Jeffrey Keefer, former executive vice president, DuPont;
- Miguel Milano, president, Instituto LIFE; and,
- Jonathon Porritt, founder, Forum for the Future.

Scrap Metals MarketWatch						
Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$250.00	\$279.00	\$320.00	\$360.00	\$359.00
#1 Bundles	per gross ton	259.00	278.00	320.00	365.00	360.00
Plate and Structural	per gross ton	265.00	282.00	321.00	360.00	370.00
#1 & 2 Mixed Steel	per gross ton	265.00	285.00	321.00	340.00	360.00
Shredder Bundles (tin)	per gross ton	230.00	245.00	239.00	280.00	300.00
Crushed Auto Bodies	per gross ton	230.00	245.00	239.00	280.00	300.00
Steel Turnings	per gross ton	170.00	175.00	210.00	215.00	240.00
#1 Copper	per pound	3.00	3.15	3.20	3.30	3.38
#2 Copper	per pound	2.84	3.06	3.12	3.17	3.16
Aluminum Cans	per pound	.60	.65	.73	.80	.77
Auto Radiators	per pound	1.95	2.05	2.15	2.09	2.10
Aluminum Core Radiators	per pound	.75	.78	.70	.70	.70
Heater Cores	per pound	1.70	1.70	1.80	1.69	1.75
Stainless Steel	per pound	.59	.63	.75	.70	.73

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

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METALS

July preliminary data show large import increases in several key products

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

	JUL 2012	JUN 2012	2012 Annual (est)	2011 Annual	% Change 2012 Annual vs. 2011
SOUTH KOREA	285	312	3,722	2,837	31.2%
JAPAN	169	151	2,007	1,477	35.9%
CHINA	116	196	1,583	1,231	28.6%
ITALY	95	61	736	238	209.2%
GERMANY	87	123	1,242	954	30.2%
INDIA	75	30	795	717	10.9%
TURKEY	34	89	1,609	733	119.5%
All Others	1,167	1,242	15,106	13,648	10.7%
TOTAL	2,028	2,204	26,800	21,835	22.7%

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,582,000 net tons (NT) of steel in July, including 2,028,000 NT of finished steel (down 8 percent each, respectively, from June final data). Year-to-date (YTD) finished steel imports, however, are up 19 percent vs. the same period in 2011. Annualized total and finished steel imports in 2012 would be 34.7 and 26.8 million NT, respectively, up 22 and 23 percent, each, respectively vs. 2011. Finished steel import market share in July was an estimated 23 percent and is estimated at 24 percent YTD.

Key finished steel products with a significant import increase in July 2012 compared to June are plates in coils (up 23 percent), line pipe (up 22 percent) and cold finished bars (up 12 percent).

Major products with significant YTD import increases vs. the same period last year include reinforcing bar (up 54 percent), line pipe (up 45 percent), plates – cut lengths (up 42 percent), oil country goods (up 36 percent) and sheets & strip galvanized hot dipped (up 32 percent).

In July, the largest volumes of finished steel imports from offshore were all from Asia and Europe. They were South Korea (285,000 NT, down 9 percent), Japan (169,000 NT, up 12 percent), China (116,000 NT, down 41 percent), Italy (95,000 NT, up 56 percent) and Germany (87,000 NT, down 30 percent). For the first 7 months of 2012, the largest offshore suppliers were South Korea (2,171,000 NT, up 20 percent), Japan (1,171,000 NT, up 31 percent), Turkey (939,000 NT, up 94 percent), China (923,000 NT, up 29 percent) and Germany (724,000 NT, up 27 percent).

Nucor sells wire products facility

Nucor Corporation has completed the sale of the assets of their Nucor Wire Products Pennsylvania facility located in New Salem, Pennsylvania, to an affiliate of Wire Mesh Corporation.

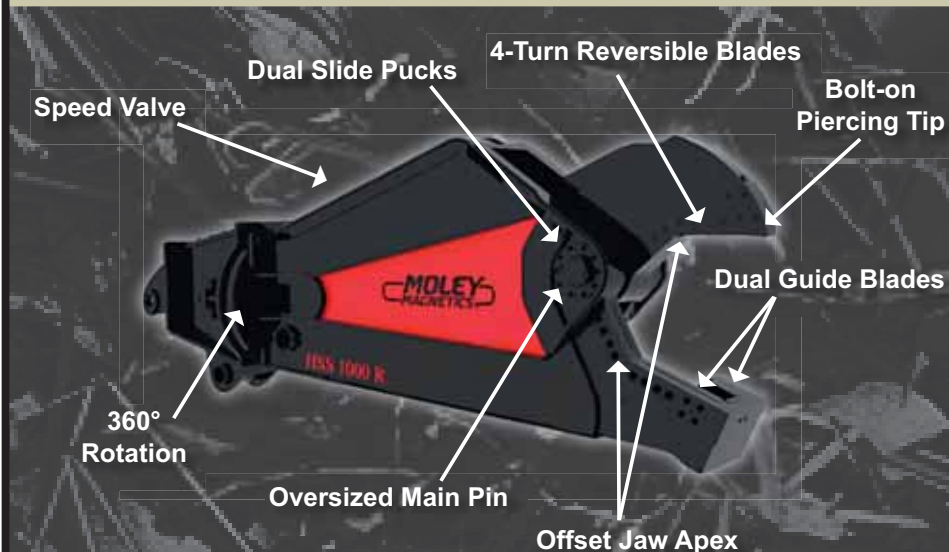
“We continually evaluate our businesses for long-term strategic fit and earnings potential. After careful evaluation of the wire mesh market and Nucor’s role in that market, we made the

decision to sell these particular assets.” said James Darsey, Nucor’s executive vice president of bar products.

Nucor acquired the facility in October 2007 after purchasing the assets of Nelson Steel, Inc. Nucor is continuing to produce wire and wire mesh products at facilities located in Utah, Connecticut and Laurel LEC Operations in Canada.

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MAGNETS

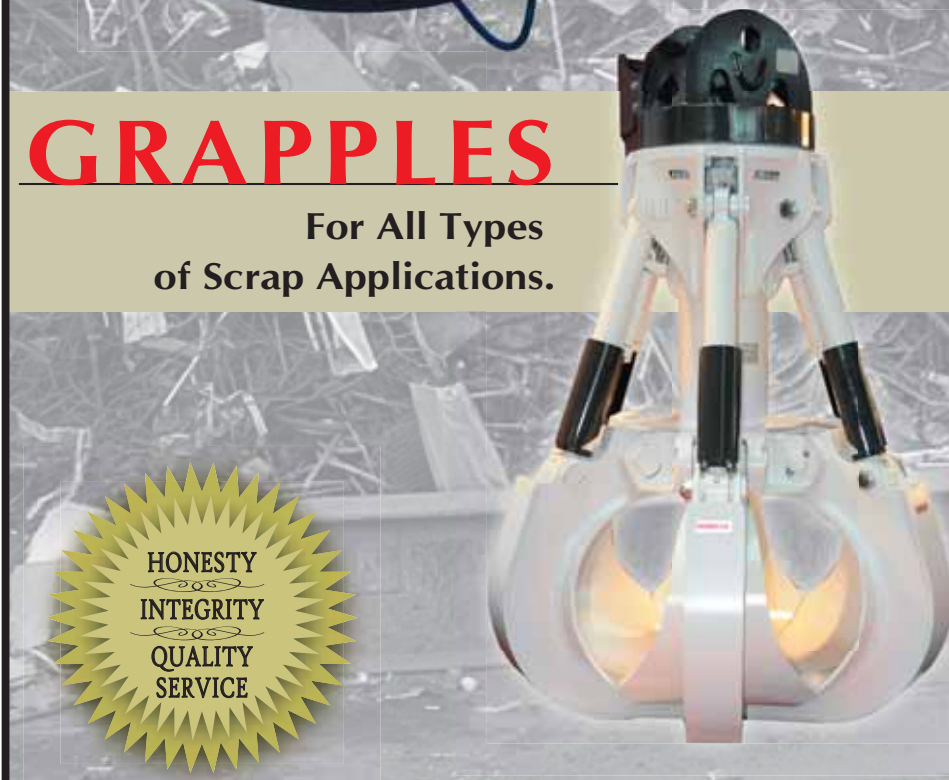
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**2008 B Model Crusher**

Loaded!! Automation, John Deere 4045T hydraulic outriggers and air compressor! Loaded for \$100,000.00

**1989 Big Mac Car Crusher**

Diesel powered. \$50,000.00 takes it home today!

1990 B Model Crusher

This 1990 B crusher is clean as a whistle! Gas powered to burn that extra gas you get in the cars! Great introductory crusher for just \$50,000.00

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1992 VEZZANI 550 TON SHEAR
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HARRIS SHEAR DSH 1123 1,100 TONS
 3' throat, relined and new hinges 3 years. Approximately \$140,000 in spare parts. \$350,000



2005 AL-JON 580 AUTO LOGGER / METAL BALER
 Very good condition with 4,900 hours \$320,000



HARRIS 550TON SHEAR
 In very, very good condition. One look and you'll buy this extremely clean machine. \$140,000



1997 SIERRA 700-TON S/L/B
 17,000 hours, electric power. Runs well. \$440,000

INTERNATIONAL

Dog sniffs out stolen metals in UK

The first detection dog in the world to be trained to sniff out forensic markings on stolen metal is set to help police officers crack down on metal theft in the UK.

Instead of locating drugs or human remains, a two year old black Labrador called Jazz has been trained by former police officer and home office police dog instructor Mick Swindells to locate SelectaDNA forensic markings on a range of metals including copper, lead and aluminum.

Metal theft is costing the UK economy millions of dollars per year and there are about 1,000 incidents reported each week.

SelectaDNA is being used in many police-backed crime reduction initiatives across the UK and by companies such as Network Rail to protect copper cable from metal theft.

Mick Swindells started his company Search Dogs UK after retiring as a police officer for Lancashire Constabulary. He has trained dogs for a variety of purposes including drugs detection, tracking and trailing and disaster recovery.

Complimenting existing police search procedures, Jazz is able to sniff for stolen metal in places like scrap yards, where metal is often piled high and any containing forensic markings is not immediately visible to the human eye.

Jazz was originally a gundog at a farm near Blackpool in north-west Eng-



land and it took Swindells two months to train her fully for her new role.

Swindells said: "Jazz has been trained to sniff out SelectaDNA, which is a unique covert security marker being used by more than three quarters of UK Police forces to track down burglars, robbers and metal thieves and bring them to justice."

James Brown from Selectamark, the Kent-based security company that produces SelectaDNA, said, "Jazz could revolutionize the way we search for stolen metals and criminals themselves."

He explained, "Previously, officers had to search manually for marked metal which could prove time consuming and at times not successful, as often the process was like finding a needle in a haystack."

"The combination of using a trained dog like Jazz to sniff out stolen metal marked with SelectaDNA is surely the ultimate search tool for police and any other investigators determined to catch metal thieves and other types of offenders."

Can recycling grows in EU

Two out of three aluminum beverage cans are now being recycled in Europe, and the future looks bright for even more recycling. Hydro, a major global supplier of rolled aluminum products for cans, supports many initiatives.

For the European Union 27 including EFTA countries and Turkey, the overall recycling rate has increased further, by 2.4 percent, to 66.7 percent in 2010 (the latest figures available).

In 2010, overall consumption of aluminum beverage cans went up. A further 2 billion units added up to a total utilization of 36 billion cans in 2010.

This means that at least 24 billion aluminum beverage cans have been recycled, resulting in potential total greenhouse gas savings of 2.5 million metric tons – the equivalent of taking as many as 1 million passenger cars off the roads for a whole year.

The European Aluminium Association (EAA) has now reported recycling results for aluminum beverage cans in Europe for 20 consecutive years. In the early 1990s, only 30 percent of all beverage cans were recycled. This figure rose to 52 percent in 2005.

Today, the EAA Packaging Group is confident that Europeans will be recycling three out of four cans by 2015, with further growth potential towards 2020.

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CONSTRUCTION & DEMOLITION

Armstrong Ceiling Recycling Program receives award

The California Product Stewardship Council (CPSC) has awarded its 2012 Infinity Arrow Award for Service and Take-Back to Armstrong World Industries and its Ceiling Recycling Program.

The award was presented at the 36th Annual Conference of the California Resource Recovery Association held recently in Oakland, California.

The California Product Stewardship Council recognizes businesses that are based in or operate in California for outstanding leadership, innovation and partnerships in product stewardship and green design. Armstrong has a plant located in South Gate, California.

The CPSC-award-winning Ceiling Recycling Program is the longest running program of its kind and enables commercial building owners to send

ceilings from construction sites to an Armstrong ceiling plant as an alternative to landfill disposal.

The process is a closed loop in which mineral fiber and fiberglass ceiling tiles that have been removed from renovation and demolition projects are sent to the nearest Armstrong ceilings plant, where they are used in the manufacture of new ceiling tiles. Armstrong designates new tiles made with high levels of recycled ceilings as Ceiling-2-Ceiling tiles.

Since the program began in 1999, Armstrong has recycled over 123 million square feet of old ceiling tiles. This represents more than 16,000 roll-off containers of discarded construction materials that would have otherwise been taken to landfills.

Builder to pay \$270,000 in fines

Turner Construction Co., an international builder based in New York City, and its subsidiary Tompkins Builders, Inc. of Washington, D.C., have agreed to pay \$270,000 in civil penalties for alleged violations of federal stormwater regulations at construction sites throughout the mid-Atlantic region, according to the U.S. Environmental Protection Agency (EPA).

On August 27, 2012 EPA filed two consent agreements and final orders alleging that Turner and Tompkins violated their Clean Water Act permits allowing for the discharge of stormwater from con-

struction sites, and in other instances discharged construction stormwater without permits. The alleged violations occurred at 17 construction sites the companies operated in Maryland, Virginia, Pennsylvania and Washington, D.C. Fifteen of these sites are located in the Chesapeake Bay watershed and two are in the Delaware River watershed.

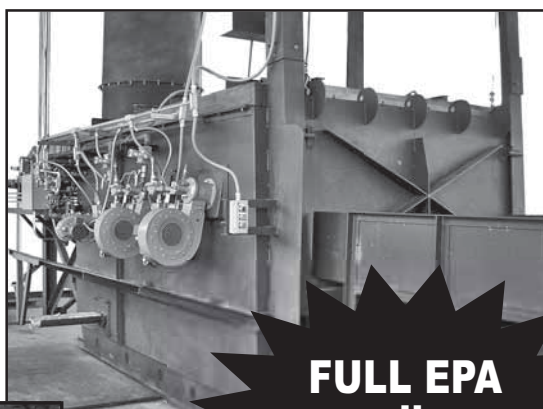
Turner and Tompkins operated these sites for clients including federal and local governments, the Department of Defense, universities and other organizations.

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PLASTICS

Illinois plastic bag bill vetoed

Illinois Governor Pat Quinn vetoed a bill that would require plastic bag manufacturers to set up collection and recycling programs, calling it a "roadblock" for local communities to make their own choices.

Under Senate Bill 3442, plastic bag manufacturers would have been required to set up recycling programs with the goal of increasing the recycling rate by 12 percent by 2015 and to eventually make bags from at least 30 percent recycled content. It also would have required manufacturers to register with Illinois officials, as retail stores would have been able to use bags only from registered manufacturers. And local municipalities would have been prohibited from enacting their own plastic bag laws, including bans.

Environmentalists did not support the bill. They claimed that the goals set by the law were minimal and that local communi-

ties could do more by passing their own laws. Plastic bag manufacturers and the Illinois Retail Merchants Association supported the bill.

Quinn said he wanted to work on a better plan to increase recycling efforts.

"Let's not tie the hands of innovative Illinois municipalities that are laboratories of reform for Illinois," Quinn said in a statement. "While well-intentioned, this legislation is a roadblock to innovation that would do little to boost recycling in Illinois. We can do better."

Dozens of cities nationwide have banned plastic bags, including Los Angeles and Seattle. Some municipalities fine customers who use them because of concerns over petroleum products, littering and animals becoming tangled in or swallowing them.

Economic backlash felt from bans

A ban on plastic bags used by grocers and retailers can negatively impact sales in the ban area and increase sales among stores just outside the ban region, according to a new study from the National Center for Policy Analysis (NCPA).

The NCPA surveyed store managers in Los Angeles County where a ban of thin-film bags took effect in July, 2011, to determine the ban's impact on revenues and employment.

Over a 1 year period before and after the ban, stores that fell under the bag ban experienced a 10 percent reduction in employment, while employment

in stores outside of the ban slightly increased.

Additionally, the majority of stores surveyed in areas with a ban reported an overall average sales decline of nearly six percent. However, the majority of respondents surveyed in areas without a ban reported an overall average sales growth of nine percent.

"These findings suggest that bag bans may displace commerce and have real economic effects," said NCPA senior fellow Pamela Villarreal. "Shoppers want to have a choice and will vote with their feet."

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WASTE

OEC seeks permission to build recycling facility at McCommas Bluff Landfill

Organic Energy Corporation (OEC) is seeking permission from the City of Dallas to build a multimillion dollar recycling facility at the McCommas Bluff Landfill. The privately owned and operated facility would capture up to 95 percent of the recyclables available from the city's garbage, while bringing between \$5 to \$20 million annually to city coffers. The first facility represents a nearly \$100 million investment directly into South Dallas and would create a public/private partnership, while the City's only input would be a commitment to provide the garbage and lease some land.

"Dallas brings 6,000 tons of garbage every day to the landfill," said Barney Gorey, vice president of public affairs for OEC. "Even with the curbside recycling program over 3,500 of those tons are recyclable products which can be captured and sold. The paper, plastic and metals are worth millions and can begin to bring real green jobs to Dallas," he said.

Those jobs number 100 per facility and range from non-skilled to semi-skilled at better than minimum wage according to the company. "With 3 shifts running 24/7, we need local labor," said Gorey. "These are not desk jobs but manual labor with a chance for training and the ability to move up in the organi-

zation. We need the workers from South Dallas as much as South Dallas needs us," he said.

The facility uses people and equipment to mechanically sort garbage straight from the route truck. The system is modeled after plants in Europe where recycling and waste minimization have been necessary for decades. The company also has a reference facility in Roseville, California it designed, which has been operating for over 17 years.

"Curbside recycling is a bad joke in this country," said Gorey. "We love to think we make an impact, but Dallas actually spent \$12 million on curbside last year to resell \$2 million worth of recyclables."

The truth is in the numbers according to the company. A multi-patent pending mechanical separation system uses proven technology to make all the items homogenous, while separating the recyclables from the food and green waste and inert materials. The system has a comprehensive performance guarantee by the manufacturers and systems integrator, backed by a major insurance company.

It's not a box, it's cardboard and it's not a milk jug it's plastic to be bundled and sold. The plastics, papers and metals are baled for resale while the food and green wastes are put into large tanks to

gather the methane they make. "Just like the methane system currently at McCommas," said Gorey, "the methane is captured and can be used for many different products, or simply cleaned and sold as natural gas, again just like they do at the landfill."

The company said it can finance the entire operation from the waste generated by the city and revenue share its profits on a 50/50 basis with Dallas. According to Gorey, the total monies given to the city range between \$5 million and \$20 million annually for a 20-year contract.

"Depending on the waste brought in and the commodity markets for metals, papers and plastics, we can all directly benefit from this facility," said George Gitschel, CEO. "Then we can look at manufacturing markets for the items we recover, like cans to metal or recycled paper processed to new paper. Those are real green jobs," said Gitschel.

The company also said resource flow control can add to the total of recycled products. "The extra 5,000 tons daily being buried in private landfills has incredible value," according to Gitschel. "Millions of dollars of Dallas revenue is being needlessly buried in private landfills, when we can capture that value and give it back to the citizens. It's their money," he said.

Republic opens world's largest processing facility

Republic Services, Inc. started operations in the world's largest recycling facility, which can process up to 110 tons per hour of multiple waste streams. The facility will process all of the commercial waste generated by businesses in San Jose, California. In addition, the facility is expected to divert at least 80 percent of material collected.

Until now, the system for collecting commercial waste was managed by 20 different haulers with 4 to 6 of the haulers providing standard garbage/recycling collection services. Additionally, rates varied widely for similar services and neighboring businesses with less than half of the businesses receiving recycling service. The new program views waste as a resource. It provides standard recycling services for all and introduces the recycling of organics using advanced technology that generates energy from waste.

Republic's commitment to advancing sustainability continues with the modernization at the company's 342-acre Newby Island Recycling Complex. The hauling company operates nearly 70 natural gas vehicles and provides wet/dry collection service to all San Jose businesses, and residential and commercial service to the City of Milpitas; commercial and industrial service in the Cities of San Jose and Santa Clara. The landfill recovers landfill gas and features an on-site compressed natural gas fueling station.

Joe was in court for parking his car in a restricted area. The judge asked him if he had anything to say in his defense. "They should not display a misleading notice," said Joe. "It read: FINE FOR PARKING HERE."

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WASTE

Arizona County solicits proposals for one of the largest landfills

La Paz County, Arizona, supervisors said that the county will issue a Request for Proposals (RFP) seeking qualified companies interested in operating a large, well-located landfill with public support for importing municipal and special waste via rail or truck. The 160-acre landfill is permitted for up to approximately 24,000,000 tons capacity, with another 480 contiguous acres controlled by the county that could potentially develop capacity estimated at up to an additional 75,000,000 tons. The fully permitted, Subtitle D landfill has been in operation since 1994 in a remote desert location approximately 300 miles east of Los Angeles.

The landfill site is located 15 miles from the nearest resident, near the Arizona/California border between Parker and Quartzsite on AZ State Highway 95. Transportation access is provided via Interstate 10 and The BNSF Railway Company and Rail America to a 2,400' rail siding located six miles north of the landfill. A rail spur and/or heavy truck road right-of-way is entitled with provisions planned in the short term to allow heavy trucks to access the landfill from the rail siding. With no daily tonnage limits, the

site historically has received both municipal solid waste and special waste streams from California. The operator would assume operating responsibilities for the landfill in December 2013.

La Paz County supervisor Holly Irwin said they are seeking proposals from "financially capable waste operators that will recognize the unique economic advantages of the site and align interests in a public-private partnership to maximize revenues to both parties from its operations." The county has retained Mintz Levin, Strategic Management and Michael Brown Consulting Engineers to assist them with the proposal and contracting process, which will require proposers to provide detailed information including waste marketing plans, waste commitments to the site, landfill development, operations and closure methods, and history of working with governmental entities. The operator will be expected to provide transfer and disposal for a small volume of residential trash delivered to transfer facilities throughout the County, as well as to provide recycling services and capacity for local industries and private haulers.

The orthopedic surgeon I work for was moving to a new office, and his staff was helping transport many of the items. I sat the display skeleton in the front of my car with his bony arm across the back of my seat.

At one traffic light, the stares of the people in the car beside me became obvious, and I looked across and explained, "I'm just delivering him to my doctor's office."

The other driver leaned out of his window. "I hate to tell you, lady," he said, "but I think it's too late!"

Veolia begins operations at its Wisconsin landfill energy project

Veolia Environment North America (VENA) held a ribbon-cutting ceremony to mark the commencement of operations for its new landfill gas-to-energy project (LFGTE) at the Veolia ES Hickory Meadows Landfill, located in eastern Wisconsin. State, community and business leaders gathered at the project site to recognize the environmental and economic benefits of the project for the state of Wisconsin.

This project represents a comprehensive, beginning-to-end environmental solution that begins with the collection of solid waste, continues with the landfilling process and decomposition of matter, progresses through the collection of landfill gas, and ends with the efficient production of clean energy for use by the local utility.

The Hickory Meadows landfill gas-to-energy project has the capacity to generate 42,000 megawatt hours (MWh) of renewable electricity per year, enough to power 2,800 Wisconsin homes. The renewable power facility features 3 landfill reciprocating engine generator sets with a capacity of 1.6 megawatt (MW) each, fueled exclusively by the landfill gas.

The gas, which consists of about 50 percent methane and 50 percent carbon dioxide, is naturally generated through the anaerobic decomposition of organic material in a landfill. At the site, the gas had previously been captured and flared off by the site in a controlled manner. With the addition of the plant, the gas is distributed via the landfill's existing gas collection system to the renewable

power facility, where liquid and particulate matter is removed. The landfill gas is then injected into the internal combustion engines to produce environmentally clean electric power, while also reducing greenhouse gas emissions.

By using the landfill gas for this beneficial re-use project and displacing fossil fuels, the direct and avoided emission reductions of this 4.8-MW plant will be about 25,000 tons per year of carbon dioxide, or the equivalent of removing nearly 38,000 automobiles from the road (according to the U.S. Environmental Protection Agency's emission reductions and environmental benefits calculator).

Veolia Energy will sell all of the power generated by the plant, along with the Renewable Energy Credits associated with the energy output, to Wisconsin Public Service (WPS). Landfill gas qualifies as an eligible resource under Wisconsin's Renewable Portfolio Standard (RPS), so the power produced at the Hickory Meadows will help WPS meet its RPS requirements, while also supporting the state's goal of having 10 percent of its retail energy needs come from renewable resources by 2015.

In addition to the associated environmental benefits, the project provided a number of economic benefits to the surrounding area. The plant development and construction process involved the efforts of nearly 20 Wisconsin-based subcontractors, suppliers and local businesses.

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WASTE

Dallas businesses may face \$19 million in higher costs

Businesses throughout Dallas should be prepared to fork over an additional \$19 million per year if the City of Dallas flow control program is ever put into effect. The figure comes from the National Solid Wastes Management Association (NSWMA) whose members collect and dispose of 77 percent of the commercial waste in the city.

"Flow control will impact every city council district," said Tom Brown, Texas NSWMA president. "While flow control would certainly have a negative impact on District 8 it will make the entire city less competitive because it will cost more to do business throughout Dallas."

•Flow control will net only \$6,594,000 per year in income to the city at a cost of \$19,500,000 to area businesses. It will cost businesses almost \$3 for each \$1 the city receives from flow control.

•Businesses in Southern Dallas are closer to the McCommas Bluff landfill but currently have access to less expensive alternatives. Disposal cost for

wastes generated in Southern Dallas would increase by 29.4 percent under flow control.

•Costs for the 16,800 Dallas customers will increase by 20 percent due to higher disposal fees, transportation, labor and capital costs.

•Flow control will reduce competition from smaller waste haulers who will not be able to afford the high cost of additional trucks and other equipment needed because of the inefficiencies imposed by flow control.

"The additional costs of flow control for a local minority owned waste hauler are dramatic," said Brown. "The company would have to invest more than \$1.2 million in new equipment and would see the cost of running a typical route increase by \$50,000 per year."

The McCommas Bluff landfill has been described as a vault holding valuable materials that can be mined for later use in waste to energy or recycling projects. Landfill mining involves any number of complex issues including costs, environmental impact and demand for recyclables. Flow control will immediately increase costs to Dallas businesses. Landfill mining, if it ever becomes economically feasible, is decades away from implementation.

Dallas can move forward now, without flow control, on a wide variety of green initiatives at McCommas Bluff that will generate economic activity in Southern Dallas.

Covanta Energy sweeps SWANA's 2012 awards

Covanta Energy Corporation, a sustainable waste management and renewable energy company, is the recipient of three 2012 Excellence Awards from the Solid Waste Association of North America (SWANA). Covanta Onondaga, Inc. was awarded gold, Covanta Fairfax, Inc. was named silver, and Covanta Marion, Inc. received bronze, all in the waste-to-energy category. The awards were presented at the annual Wastecon conference in Washington, D.C.

SWANA's Excellence Awards Program recognizes outstanding solid waste programs and facilities that advance the practice of environmentally and economically sound solid waste management through their commitment to utilizing effective technologies and processes in system design and operations, advancing worker and community health and safety, and implementing successful public education and outreach programs. Programs also must demonstrate that they are fiscally and environmentally responsible through their compliance with all applicable federal, state and local regulations.

Covanta Onondaga, L.P., located in Jamesville, New York, is the operator of

the Onondaga County Resource Recovery Facility and serves Onondaga County and the greater Syracuse region with sustainable waste disposal. The facility processes approximately 990 tons of municipal solid waste per day into more than 39 megawatts of renewable energy – enough to power approximately 40,000 homes.

Covanta Fairfax, Inc., located in Lorton, Virginia, is one of Covanta Energy's largest energy-from-waste facilities, processing more than 3,000 tons of municipal solid waste per day into 80 megawatts of clean energy – enough to power 80,000 homes. The facility recently installed a first-of-its-kind metals recycling system designed to recover very small particles of non-ferrous metal.

Covanta Marion, Inc. located in Brooks, Oregon provides the 275,000 citizens of Marion County with a reliable and environmentally safe means of waste disposal. The facility is a key component to the county's world-class integrated solid waste disposal system, processing approximating 550 tons of waste per day into 13 megawatts of clean, renewable electricity.

Community Waste Disposal introduces natural gas trucks

Community Waste Disposal, (CWD) the largest privately-owned

waste management company in North Texas, introduced five new environmentally-friendly compressed natural gas (CNG) waste trucks.

The company expects the new vehicles to eliminate 225 metric tons of greenhouse emissions each year – the equivalent of taking 370 vehicles off Metroplex roads each day.

CWD manages waste and recycling for 13 North Texas municipalities, as well as office and apartment buildings and industrial locations.

The five "green" trucks, which are also bright green in color, were unveiled at a ceremony attended by state and local officials, and company customers. T. Boone Pickens, well-known advocate of green practices that make good business sense, was guest speaker.

Since the CNG trucks run quieter, they lead to less noise pollution. Customers will hear less as the CNG trucks travel Metroplex streets.

In addition, natural gas costs 40 percent less than diesel.

Over the next 10 years, CWD will convert its diesel fleet to CNG trucks. The company currently operates 125 Class A diesel trucks, the largest privately-owned waste management fleet in the Metroplex. By 2022, when the transition is complete, CWD anticipates having 175 environmentally-friendly trucks on Texas roads.

Assigned to specific areas, the new green trucks will cover 5 of the 100 routes that CWD operates daily.



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ALTERNATIVE ENERGY

Massachusetts enacts biomass regulations

Officials from the Massachusetts Department of Energy Resources (DOER) adopted the final Massachusetts Renewable Portfolio Standard (RPS) Class I regulations, implementing changes to biomass energy eligibility.

The adoption of the final regulations comes after more than two years of evaluation, public input and careful consideration of how best to utilize woody biomass resources for energy in a manner consistent with the Commonwealth's commitments to reduce greenhouse gas emissions and protect forests.

The enactment of the regulation now ends the moratorium on the qualification of woody biomass for the RPS Class I that DOER imposed in December 2009.

A draft of the regulation was filed in May 2011 and was the subject of two public hearings, a written public comment period and comments from the Massachusetts Legislature's Joint Committee on Telecommunications, Utilities, and Energy.

Based on those comments, DOER officials had incorporated a number of changes to the draft regulations in April. Officials then offered the regulation again for a 30 day public comment period between May 19 and June 18, 2012, after which the final regulation was prepared and filed for promulgation.

The RPS program requires all retail electricity suppliers in the Commonwealth to obtain a minimum percentage of their supply from eligible renewable energy generation sources. After passage of the Global Warming Solutions Act in 2008, which requires the Commonwealth to reduce its greenhouse gas emissions across the economy 80 percent by 2050, DOER hired Manomet Center for Conservation Sciences to study the long-term greenhouse gas implications of utilizing biomass for electrical energy generation.

DOER began this regulatory process with the goal of incorporating greenhouse gas emissions requirements consistent with the GWSA as part of eligibility for the RPS. The final regulations establish the following:

- Define eligible woody biomass fuels, including classifications as either residues or thinned trees, while ensuring sustainable forest resources, and protecting habitats and ecological functions. The

determination of volume of harvest residues that must be retained on a harvest site is based on soil productivity.

- Require all woody biomass units to achieve a 50 percent reduction in greenhouse gas emissions over 20 years as compared to a combined cycle natural gas unit.

- Establish an electronic certificate registry to track and verify eligible bio-

mass fuel supplies and differentiate between wood derived from residues and forest thinnings.

- Mandate a minimum operating efficiency, inclusive of electric and thermal outputs, of 50 percent to receive one half of a renewable energy credit (REC) with the ability to receive a full REC at an efficiency of 60 percent.

- Create a special category of biomass units deemed to be advancing the technology that will be eligible for half-RECs at an efficiency of 40 percent.

- Require a Forest Impact Assessment every five years to review program implementation and any impacts on forests and markets as well as an Advisory Panel to review tracking and enforcement.

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Republic builds landfill gas plant

Expanding the availability of renewable natural gas, Republic Services, Inc. has signed an agreement to recover landfill gas from its North Shelby Landfill in Millington, Tennessee.

Clean Energy Renewable Fuels will build the high-BTU plant to process landfill gas and inject it into the U.S. natural gas network.

During the first year of operation, the plant is anticipated to produce approximately four million diesel gallon equivalents of renewable natural gas fuel annually.

BUSINESS BRIEFS

Terex expands Penn Jersey's sales territory

■ Terex expanded the territory for Terex Fuchs equipment distributor Penn Jersey Machinery, LLC, located in Lionville, Pennsylvania.

In addition to covering the states of Pennsylvania, Delaware and New Jersey, Penn Jersey Machinery will now offer the full line of Terex Fuchs material handlers to its customers in Maryland and Virginia. Designed for scrap, portside and recycling applications, the purpose-built Terex Fuchs product line includes models with operating weights ranging from 41,888 to 147,710 lbs. and work radii from 27 to 72 ft.

In preparation to support its expanded territory, Penn Jersey Machinery has hired two additional service technicians, specializing on Terex Fuchs material handlers. Penn Jersey Machinery's service department guarantees its Terex Fuchs customers that a technician will be on the job no later than the beginning of the next business day for a machine-down service call during the warranty period and within 24 hours for a non-warranty breakdown.

"We pride ourselves on the reputation of our 23 factory-trained service technicians, of which 14 are road technicians dispatched daily for field service support," said Frank Przelomiec, service manager for Penn Jersey Machinery.

My insurance salesman doesn't bother me anymore since I took out a \$100,000 life insurance policy on him.

Rutledge named president and CEO of Clean Harbors

■ Clean Harbors, Inc. chose vice chairman, chief financial officer and treasurer James M. Rutledge to transition to the newly created position of president and chief operating officer. He will retain his position as vice chairman. In conjunction with this promotion, Clean Harbors also announced that Robert E. Gagnon has joined the company as executive vice president, chief financial officer and treasurer.

Prior to Clean Harbors, Rutledge served as chief financial officer of Rogers Corporation from 2002 through 2005, where he was responsible for financial, tax and legal functions as well supply chain operations worldwide. Prior to Rogers, he served as CFO at Baldwin Technology Company, Inc., a publicly listed manufacturer of controls, accessories and material handling equipment for the printing industry. He also served in various capacities, including vice president and treasurer, over a 20 year span at Witco Corporation, a \$2 billion global specialty chemicals company. Rutledge began his career as a certified public accountant at Price Waterhouse & Co.

Prior to joining Clean Harbors, Gagnon served as vice president of finance, business planning and chief accounting officer at Biogen Idec Inc. He has held a variety of positions within Biogen's finance organization since joining the company in 2005. Previously, Gagnon was a senior audit manager with Deloitte & Touche and PricewaterhouseCoopers. Prior to those positions, he was corporate controller at eRoom Technology.

Roger Crook appointed to position at MBA Polymers

■ Roger Crook has been appointed business development director for MBA Polymers, a multinational plastics recycling company.

Crook has broad general management experience as well as a track record in marketing and market research. He is currently based in Beijing, having been resident in Asia for the past 20 years. Previously he was general manager, BOC Edwards-Tianli, Beijing, where he established a Sino-British joint venture and oversaw its transition to a global business and achieving strong revenue growth.

Ray Milchovich to rejoin Nucor board of directors

■ Nucor Corporation said that its board of directors increased its size from 10 to 11 members with the election of Raymond J. Milchovich.

Milchovich previously served on Nucor's board from 2002 through 2007. Milchovich retired from Foster Wheeler AG in November 2011 where he served as chairman, chief executive officer and president.

Milchovich began his career in the steel industry, holding a variety of operating management positions for Wisconsin Steel Corporation and Wheeling-Pittsburgh Steel Corporation. He then joined Kaiser Aluminum and Chemical Corporation in 1980 where he progressed from operations management to become chairman, chief executive officer and president. Milchovich served on the board of Delphi Corporation from 2005 through 2009.

A native of the Pittsburgh area, Milchovich is a graduate of California University of Pennsylvania and later attended the Program for Management Development at the Harvard Business School.

Doosan Portable Power names new dealer

■ Doosan Portable Power has named Leppo Equipment, headquartered in Tallmadge, Ohio, an authorized dealer of mobile generators and lighting systems. In addition to their corporate headquarters, Leppo Equipment has branch locations in Canton, Bedford Heights, North Ridgeville, Wooster and Youngstown, Ohio. The dealership's distribution area covers all 88 Ohio counties.

Leppo Equipment was founded as a farm equipment dealer by Roy and Stella Leppo in 1945 in Akron, Ohio. The company headquarters moved to its present Tallmadge store location in 1947, and additional locations were added in the mid-1990s through 2010. During the 1950s, Leppo Equipment expanded into the construction equipment business. By the early 1970s, construction-related companies had become their primary market.

Leppo Equipment offers new and used equipment sales and rentals, along with in-house and on-site service and parts supplies, serving industrial and commercial construction markets and related subcontractor services.

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October 15th-16th

Biopolymers Symposium 2012. The Westin Riverwalk Hotel, San Antonio, Texas.
207-781-9637 • www.biopolymersummit.com

October 23rd-24th

Northeast Recycling Council Fall Conference. Hotel Northampton, Northampton, Massachusetts.
802-254-3636 • www.nerc.org

October 24th-27th

Automotive Recyclers Association's Annual Convention & Exposition. Gaylord Palms Resort & Convention Center in Kissimmee, Florida.
888-385-1005 • www.a-r-a.org

November 14th-15th

23rd Annual New York State Recycling Conference and Trade Show. Otesaga Resort Hotel, Cooperstown, New York.
518-482-7395 • www.nysar3.org

November 14th-15th

Canadian Waste & Recycling Expo. International Centre, Toronto, Canada.
770-984-8016 • www.messefrankfurt.com

December 2nd-4th

Educational Conference on Litter Control & Solid Waste Management. Oglebay Resort and Conference Center, Wheeling, West Virginia. www.awvswa.com

BUSINESS BRIEFS

Veolia Energy expands with West Coast office

■ SourceOne, an energy consulting firm and a subsidiary of Veolia Energy North America, has opened an office in Los Angeles to support its growing customer base in the West Coast region.

SourceOne provides a wide range of services in energy management, efficiency improvements and engineering solutions, which will complement and expand upon the suite of Veolia Energy service offerings on the West Coast. Veolia Energy already owns, operates and maintains two district energy networks in Century City and Bunker Hill, which efficiently produce chilled water at central plants and distribute it to prestigious office buildings for space cooling.

The new office, located in Los Angeles will serve SourceOne's growing customer base on the West Coast. Vice president, Rick Smith will oversee operations for all of SourceOne's California based projects and contracts, in addition to identifying and supporting new business opportunities. As an experienced leader of operational and business support teams, Smith has several years of experience at SourceOne and in the energy industry. Serving previously as SourceOne's vice president of finance, Smith has demonstrated skills in project management, financial and business case analysis, and project budgeting and planning.

Epcon Industrial joins Aluminum Association

■ The Aluminum Association disclosed the addition of its newest member, Epcon Industrial Systems, LP. Epcon Industrial Systems joined the Association as an associate member.

Epcon Industrial Systems, LP has been manufacturing heat processing equipment including ovens, furnaces, thermal deoilers and thermal cleaning systems, in addition to air pollution control systems and design and construction of building finishing systems for metal processing for 35 years.

Epcon is headquartered in The Woodlands, Texas.

Republic Services appoints Boucher executive VP

■ Republic Services, Inc. appointed Robert Boucher to the position of executive vice president-operations.

As head of the company's operations, Boucher will report to Donald W. Slager, president and chief executive officer. Reporting to Boucher will be the regional senior vice presidents of operations as well as the functions of operations controller, operations effectiveness, project management office, and safety and environmental compliance.

Boucher is a seasoned leader and 21-year veteran of the waste industry. Most recently, Boucher served as senior vice president-operations for Republic Services' southern region, covering eight states and Puerto Rico.

Prior to joining Republic Services in 2010, Boucher served as president and chief executive officer of Synagro, a national company focused on water and wastewater residuals management services.

At Synagro, Boucher delivered the rapid turnaround and restructuring of under-performing areas and led a series of strategic growth initiatives. With Republic Services, he has served as regional vice president, regional assistant vice president and, most recently, senior vice president-operations for the southern region. Boucher worked for other waste companies in progressively more responsible positions from 1989-1997.

Boucher will be relocating to Phoenix, where Republic Services is headquartered.

The position of senior vice president-operations, southern region will be filled by Republic Services veteran Jack Perko, who will move from his current post of senior vice president-operations, midwestern region. Justin Boswell has been appointed senior vice president-operations, midwestern region. Boswell joins Republic from Stanley Black & Decker. He has more than two decades of success in general management, operations, sales and finance across multiple industries.

Sproson named president of Timken's China business

■ The Timken Company has appointed Peter M. Sproson to the position of president for the company's China business, succeeding Leong Fang, who plans to retire at the end of the year after a 28 year career at the company. In this role, Sproson will lead the Timken business in China, the company's second-largest geographic sales region, and report to J. Ron Menning, senior vice president, Asia-Pacific.

Sproson most recently held the position of vice president – mobile industries within the Bearings and Power Transmissions segment. He joined the company in 1978 as a sales engineer in Europe and continued to advance his career in a variety of sales and marketing management positions. From 2003 to 2005, Sproson served as director of automotive sales in Europe and was named vice president of commercial transportation systems for Mobile Industries in 2009.

Fang retires after a long career, advancing to hold leadership positions in the United States and in Asia. Since starting his career in 1984, Fang held various management positions in engineering and sales, advancing to vice president in 1997 and general manager in 2005 of Timken's aerospace business. Fang served as vice president of sales and marketing in China before being named to his current position as president of China in 2007.

When I was young I was told that anyone could be president. Now I'm beginning to believe it.

Harris' Lanker retires after 46 years of service

■ Harris Waste Management Group, Inc. announced the retirement of Jon Lanker, who has elected to retire after 46 years of service.

Lanker started his career as a draftsman with Harris in 1966 where he moved up through the company as inside sales representative then to regional sales manager and in 1990, was promoted into the position of ferrous sales manager.

Lanker also served in the U.S. Navy for four years and received numerous medals for his service including the National Defense Service Medal.


Throughout Jon's long career with Harris, he has become well known and respected within the scrap and waste industries.

Eriez promotes Skias to engineering manager


■ Eriez has promoted Nicole Skias to product engineering manager for the Eriez Hydroflow line. The mechanical engineers and designers within the Hydroflow product line will report to Skias.

Skias joined Eriez in 2006 as a mechanical engineer in the vibratory design group. Most recently, she served as product engineer for the Eriez Hydroflow line.

As product engineering manager, Skias will be responsible for all mechanical engineering functions pertaining to the Hydroflow line, as well as oversight of production control and purchasing activities associated with the product line.




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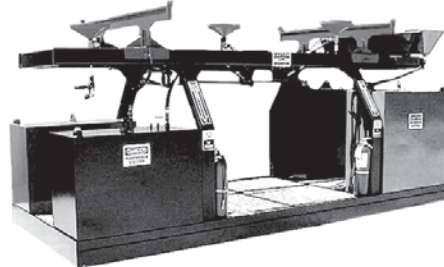
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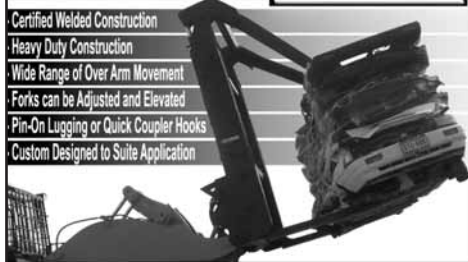
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Global auto sales reach record high

Production of passenger vehicles (cars and light trucks) rose from 74.4 million in 2010 to 76.8 million in 2011 – and 2012 may bring an all-time high of 80 million or more vehicles, according to new research conducted by the Worldwatch Institute for its Vital Signs Online service. Global sales of passenger vehicles increased from 75.4 million to 78.6 million over the same period, with a projected 81.8 million in 2012, wrote report author and Worldwatch senior researcher Michael Renner. The major driver of increased production and sales are the so-called emerging economies, especially China.

Rising sales translate into ever-expanding fleets. An estimated 691 million passenger cars were on the world's roads in 2011. When both light- and heavy-duty trucks are included, the number rises to 979 million vehicles, which was 30 million more than just a year earlier. By the end of 2012, the global fleet could top 1 billion vehicles – one for every 7 people on the planet.

Electric vehicle (EV) production remains at barely perceptible levels. Although several countries have issued targets for future EV fleets, it remains to be seen whether these goals can be met. China, for instance, wants to put 5 million plug-in hybrid-electric and fully electric vehicles on its roads by 2020 – which could account for more than 40 percent of the global EV fleet that year. An analysis by Deutsche Bank Climate Advisors, however, suggests that production of 1.1 million EVs and a fleet of 3.5 million in China is a more realistic projection.

“Automobiles are major contributors to air pollution and greenhouse gas emissions,” said Renner. “Greater fuel efficiency, along with the use of cleaner fuels, can help mitigate these impacts, although increases in the

See CAR NUMBERS, Page 7

Salvage auction access prompts legislative actions in several states

by MARK HENRICKS

mhenricks@americanrecycler.com

Auto recyclers in three states are in the middle of or have just finished dealing with major legislative efforts aimed at changing rules about who can bid on cars at salvage auctions. Two laws recently passed in Florida and Utah have tightened restrictions, while one under consideration in Ohio would open auctions up to almost anyone.

The Ohio Auto and Truck Recyclers Association, representing the state's nearly 800 licensed recyclers, has been in a pitched battle over Senate Bill 273. The bill introduced in the current session of the Ohio legislature would amend state law to permit people other than licensed salvage dealers to buy cars at salvage auctions.

Proponents of the bill, including automobile insurance companies, say it would result in lower automobile insurance premiums for Ohio drivers by allowing insurers to receive higher prices for wrecked cars sold via salvage auctions. They also say it would ease unemployment, by creating more jobs in the insurance industry.

To Jim McKinney, sales manager at Milliron Auto Parts in Mansfield, Ohio, and president of the Ohio auto recyclers group, these arguments don't support the law's passage. The organization's opposition is based on concerns about licensing, fairness, theft prevention, safety, environmental protection and protecting jobs at the state's auto recyclers.

“The problem is that it's unfair for recyclers to have to go through the hoops to be able to buy cars, such as having a fence and meeting EPA requirements, when the average Joe can buy without having the overhead and expense that we do,” McKinney said.



A proposed law in Ohio would open up salvage auctions to almost anyone – a move that opponents say will give an unfair advantage to individuals without operating costs.

One concern is that because non-licensed bidders don't have the costs that licensed salvage operators do, the non-licensed bidders will be able to outbid licensed recyclers for the cars. “It makes for an unfair playing field,” McKinney said. “We just want a fair playing field.”

The national Automotive Recyclers Association (ARA), based in Manassas, Virginia, agreed. The organization said in a statement that the bill would create “a competitive disadvantage for licensed recyclers in Ohio who go to great length and expense to stay in accordance with all local, state and federal laws and regulations. It will reduce the available inventory for licensed auto recyclers across the state as these vehicles are sold to unlicensed individuals at inflated prices in Ohio and around the country.”

McKinney said experiences with similar laws in other states suggest that costs for acquiring salvage vehicles could rise 20 to 30 percent. While this would benefit insurers, it would harm recyclers who would be at a cost disadvantage

with non-licensed Ohioans who acquire vehicles at auction, as well as recyclers from other states that bar unlicensed bidders from salvage auctions.

Opponents of the bill also cite theft concerns. The original rationale for the restrictions that most states use to keep unlicensed bidders out of salvage auctions is that they curb VIN theft and vehicles being stripped. In that sense, the Ohio proposal is a step backwards to a time when salvage auctions were attended by those with criminal intent, McKinney said. “There's concern that we'll end up back in that arena as well,” he said.

Discussions of the prospects for job creation represented by the proposal have taken a confrontational tone. The recycler association points out that maintaining the status quo on auction access would help protect the thousands of jobs at Ohio recyclers. “This bill is going to kill jobs,” McKinney said. “Things are bad enough as it is in this industry in Ohio. Yards are struggling. We don't have room to raise

See AUTO AUCTIONS, Page 7

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A Letter from the Editor

Readers,

Happy Halloween! Welcome to the October edition of American Recycler. The leaves are starting to turn, the weather calls for a sweatshirt more often than not, and haunted houses and hayrides are being opened for one of the best holidays of the year.

What's scarier than grown men in zombie makeup and kids toilet-papering houses? Our current political climate, that's what. The presidential election process is coming to a head, and all of the alarmist, mud-slinging, and often blatantly-false political TV spots and mailers are ruining an awesome holiday. And while I disconnected my landline phone some time ago, I imagine that the political dialers are also hard at work interrupting families at dinner.

I'm honestly curious: Does anyone change their vote based on the information contained in these ads? Does anyone take them as the unbridled truth, without any further examination of the wild allegations that they make? Does anyone take the time to do anything besides hang up on the phone solicitations?

I don't. And so I wish they would create the political equivalent of the Do Not Call list – a place where I could opt-out of receiving all of the ridiculous brochures and propaganda that they still insist on mailing out by the truckload.

November cannot come soon enough. When it does, I encourage all of you to go out and exercise your right to vote. While I'm not thrilled with either presidential candidate, I will say this much: the government did not build this paper. The government does not publish this paper. And the government organization that delivers this paper is a failure as a business, but it's our best option to get to you each month (and sometimes they can't even do that properly).

So when the polls open in November, I'll be out casting my ballot. I hope you all do the same, regardless of whom you support. And I'm sure that some of you are gnashing your teeth in disagreement with me right now, so feel free to get in touch. But if you hope to change my mind before November, you'd best do so soon.

Until next month,



Dave Fournier
Focus Section Editor
david@americanrecycler.com

Automotive recyclers should address export of lead batteries for economy

by DIANE L. CULLO

diane@slabwatchdog.com

There is no doubt the growing national focus on sustainability and environmental protection has been beneficial to the growth of the American recycling industry. With an estimated yearly economic impact of more than \$100 billion supporting 137,000 jobs, recycling is an important component of our economy that also offers significant environmental benefits. Few industries have embraced and benefitted more from a commitment to recycling than the automotive industry.

According to industry figures, nearly 13 million cars are recycled each year and every new car sold contains 25 percent recycled steel. The success doesn't stop there; recycled plastic soda bottles, carpet fibers, used tires and a host of other materials are being utilized in new cars. The growing success of recycling autos and using recycled materials in new vehicles will continue, but we must remain ever vigilant for threats to this success. One such threat that requires attention from consumers and manufacturers alike is the reclamation of the spent lead acid batteries (SLABs) present in every car, truck, boat and industrial vehicle.

On the surface, battery recycling is a success story with more than 96 percent of all SLABs being recycled, yet a closer look reveals a darker trend that we see being repeated too often in the recycling of products like computers,

cell phones and televisions. Increasingly SLABs are brokered, sold off and exported to developing countries for recycling under questionable environmental and workplace safety controls that are far weaker than those found in American recycling facilities.

Since 2007, the number of dead car, truck and utility vehicle batteries exported to Mexico increased by 326 percent. Last year alone approximately 20 percent of all batteries or 754 million lbs. of SLABs were sent across the border. For perspective, that's roughly equivalent in weight to the Empire State Building.

In the best case scenario, these batteries are recycled in self-contained Mexican facilities with much weaker environmental regulations than in the United States. In the worst case scenario, the batteries are sent to countless unregulated and unlicensed backyard recycling operations where workers, families and communities are exposed to lead emissions and other harmful particulates while sulfuric acid is allowed to soak into the ground water.

Either way, the reason for concern is clear and pressing. According to "Exporting Hazards," a 2011 report by Occupational Knowledge International and Fronteras Comunes, a Mexican non-governmental organization, Mexican battery recyclers emit 20 times more lead than comparable U.S. facilities. The permissible exposure limit for airborne lead in the work place is three

times higher in Mexico than in the United States. In addition, average blood lead levels among workers as reported by a recycling plant in Mexico are five times higher than the average reported by a U.S. recycler.

People living near substandard battery recycling facilities are at higher risk of lead exposure, which is especially dangerous for children who are uniquely vulnerable to the threat from lead poisoning. A December 2011, New York Times investigative report on SLAB exports titled, "Lead From Old U.S. Batteries Sent to Mexico Raises Risks" revealed that a soil sample taken from a schoolyard near a battery recycler in Mexico had five times more lead than is allowed in the U.S.

This sample was taken before the United States Centers for Disease Control announced in May, 2012 that it had lowered the threshold of acceptable lead concentration in children for the first time since 1991, stating clearly "there is no safe level of lead exposure." Taking these recent actions into consideration, it is safe to say that America's contribution to Mexico's high lead pollution levels is simply unacceptable.

Not only do SLAB exports represent a health threat, they also represent a threat to our nation's economy. Every spent battery that is exported reduces the domestic feedstock for American recyclers and American workers. At a time when unemployment remains persistently high and communities are looking for ways to expand employment, we have the opportunity to protect jobs and grow the domestic recycling industry. Stopping the exportation of SLABs also will contribute to the auto industry's recycling success story. With domestic recyclers using the best technology available, operating under strict environmental regulations and continuously innovating to create better technology, there is no justifiable reason to export a single car battery, let alone more than three quarters of a billion pounds annually.

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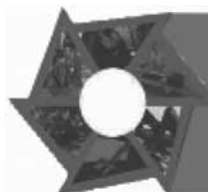
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SAE Int'l offers academy on automotive composites

After more than 40 years of promise, the next decade will see an explosion in the use of composite materials. Aerospace and general aviation have been using the technology for years and automotive and alternative energy markets are now on the cusp of broader implementation. Car manufacturers are already implementing and launching carbon fiber composite development programs and working with both domestic and foreign producers of carbon fibers and composites.

Carbon fiber and other composite materials pose challenges and provide new opportunities for engineers and recyclers.

SAE International's new "Automotive Composites Technology Engineering Academy" will provide an overview of different composite materials in terms of material types such as carbon, glass and natural fibers. The focus, however, will be on carbon fiber processes, typical applications, benefits and shortcomings and limitations. Participants will become familiar with different composites terminology, quality issues, costs and automotive market needs, and will gain a holistic understanding of automotive carbon fiber applications.

The Academy will run October 22 through 26 at SAE International's

Automotive Headquarters in Troy, Michigan.

With the significant weight savings associated with composites, it is essential for automotive engineers to become knowledgeable about this technology which may revolutionize the way carbon fiber is used in automobiles and ultimately be instrumental in meeting government mandates for fuel economy.

By attending this course, participants will be able to:

- Describe the benefits of composites technology in automotive weight savings applications;
- Choose composites manufacturing processes that can influence quality;
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- Evaluate the latest developments in non-destructive test methods for composite materials and structures;
- Identify and contrast damage and crush characteristics for composites versus metals;
- Identify assessment approaches to durability in composites;
- Identify recent developments and applications of composites in the automotive industry; and,
- Summarize the opportunities for weight savings with composites.

TideSmart Global installs electric car charging station



TideSmart Global president and CEO Steve Woods demonstrates a new electric vehicle charging station on the Falmouth campus.

TideSmart Global, a collective of creative businesses focused primarily on experiential marketing, installed a first-of-its-kind solar-powered public electric vehicle charging station located on its Falmouth corporate campus.

TideSmart opened the charging station September 17 for public use, making it available to business neighbors (approximately 300 professional workers within a quarter mile in Falmouth), community members, friends and family.

The 208-volt charging station, powered by solar panels, will charge a vehicle nearly 8 times as fast as a standard outlet, providing convenient on-the-go service for an increasingly environmentally aware community. For example, the station can

recharge the batteries of the Ford Focus electric vehicle in just over three hours. It can supply power for all electric cars and plug-in hybrids that use a standard connection, pulling energy from TideSmart's rooftop solar panels.

This plug-in initiative adds to TideSmart's existing green efforts, which inspire all aspects of its business. The 6-acre corporate campus features 350 sq.ft. of solar panels that power 40 percent of the campus, LED exterior lighting, radiant heating and many other LEED elements.

The TideSmart agencies have worked with clients to support eco initiatives, including alternative energy and new technologies.

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EQUIPMENT SPOTLIGHT

Catalytic Converter Shears

by MARY M. COX

maryc@americanrecycler.com

North America processes nearly 12 million cars and light trucks each year for recycling. Among other materials, ferrous and nonferrous metals are removed from the vehicles. One component of that metal removal is a well-known income-producer for companies in the auto recycling industry – the catalytic converter or “cat.”



Supershear, Inc.

When catalytic converters were first integrated into autos as a way to reduce emissions and brown clouds in large cities, they were disliked. They started fires, reduced gas mileage, limited a car's use of leaded fuel, and resulted in auto exhaust that smelled of rotten eggs. Almost 40 years later, converters have become a commodity kept under lock and key in recycling yards where they are harvested.

Originally, the removal of a converter could be done in one of three ways: the use of a torch, a Sawzall, or a complete removal of

the exhaust system. As the recycling value of the catalytic converter was realized, a need arose for a more efficient removal method, so that an increase in revenue from vehicles being recycled could be realized.

In the late 1980s, Supershear patented a machine designed to remove the converter quickly, safely and economically. “Since that time, it has become the machine of choice for high volume auto recyclers. Powered by one of three hydraulic models, the guillotine-style cutting head of the Supershear produces 15,000 lbs. of force at the cutting tip. Removal of a catalytic converter takes less than 60 seconds. We offer three models for recyclers to choose from: gas, 12 volt DC, and 110/220 AC. As the Environmental Protection Agency moves processing yards to use environmental racks, the most popular model has become the 110/220 AC,” stated Larry Demik, company owner.

Supershear also offers a “decanner.” The machine gives recycling yards the means to remove the catalyst from catalytic converters and send it directly to the processors. The catalyst is the material inside the converter that actually removes the harmful gases that are created when gas or diesel fuel is burned.

The decanner cuts the converter in half and helps in the removal of the catalyst. The machine allows high-volume facilities to become more profitable because of the reduced processing time it provides. The decanner utilizes a guillotine-style cutting head, which has the ability to cut a converter in half within seconds.

According to Demik, “This machine has been well received by those who have the capability to operate it, and is a clean and efficient way to collect the catalyst. We opened for business 22 years ago, and we now service recycling yards around the globe. Customer service is our number one priority. We maintain a large inventory of parts and possess a

vast knowledge of the technology needed to support our machines. We pride ourselves in keeping your Supershears cutting.”

Josh Baildon is sales manager at catalytic converter shear distributor SEDA. “Our new catalytic converter cutter is labeled as the SEDA SLC24. The cutter weighs just 33 lbs. and has a max cutting force of 118,800 lbs. This makes it the most powerful cutter on the market, given its size. The unit operates using a mineral-based hydraulic fluid and is powered using either a 110 or 120 volt electric motor or a 3 hp gas motor,” Baildon said. The SLC24 also features an interchangeable cutter blade, available in a 4” or 5” option. Both blades offer a narrow construction to allow access to tight catalytic converter cavities.



Strip Technology, Inc.

Baildon said the removal of catalytic converters is always a challenge for recyclers. “As a high-value vehicle component, converters must be removed from all automobiles and this can sometimes be a challenging task. The traditional route for removing cats has been an electric sawing tool or a torch. A Sawzall can be an effective tool, but it is slow and replacement blades can get very expensive. It can also be a fire hazard due to the potential for sparks. The tool can also create flying shards of metal, which can be hazardous to the operator. The torch can be a very dangerous tool, as there is always a high risk of injury when combining gas fumes and a potential igniter. So, there is a large increase in cutters being sold to recyclers – especially as the need for efficiency and



SEDA Environmental

safety increase, the products become even more popular,” he said. Baildon added, “As a United States-based operation, we felt the need to partner ourselves with other U.S.-based manufacturers to improve service, lower costs and ensure that we offer the U.S. recycling market the products that it needs.”

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Ford invests in electrification technologies center

By developing more technologies in-house through investments in infrastructure and people, Ford is delivering more affordable and fuel-efficient vehicles to its customers. Ford is adding new green jobs, doubling its battery-testing capabilities and speeding electrified vehicles to market by at least 25 percent, creating even more fuel-efficient choices for customers.

Ford is investing \$135 million in the design, engineering and production of key components – including advanced battery systems – for its next-generation hybrid-electric vehicles going into production this year.

For example, Ford's battery-testing capabilities will double by 2013 – to a total of 160 individual battery-test channels. This includes investing in more of the highly specialized machines that can test and simulate everything from power and performance to life and thermal behavior over a complete range of temperatures and possible operating conditions.

Also, Ford is dedicating a 285,000 sq.ft. research and development lab in Dearborn, Michigan, to focus almost entirely on hybrids and electrification. The building formerly known as the Advanced Engineering Center is renamed the Ford Advanced Electrification Center and houses most of the 1,000 engineers working on hybrid and electrification programs.

The boss arrived at work early in the morning one day and found his manager kissing his secretary.

He shouted at him, "Is this what I pay you for?"

The manager replied, "No sir, this I do free of charge."

Ford continues to build its electrified team with 60 engineers hired in the past year and dozens more positions to be filled this year.

Customers benefit from Ford's investments in two ways – more fuel-efficient vehicle options and even better value.

Ford is reducing the cost of its current hybrid system by 30 percent versus the company's previous-generation system. Ford is also launching five electrified vehicles this year as part of its power of choice strategy to deliver leading fuel economy across its lineup and triple electrified vehicle production capacity by 2013.

Ford remains America's largest domestic producer of hybrid vehicles.

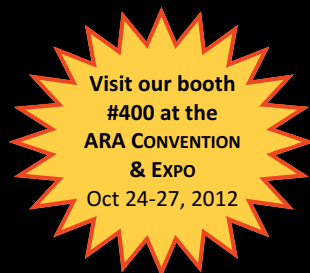
Typical of the auto industry, Ford's early hybrids contained batteries that involved third parties in everything from design to testing.

As the scope of Ford's hybrid program expanded, however, Ford found new efficiencies by bringing research, development and production of electrified vehicles in-house, said Anand Sankaran, Ford executive technical leader, Energy Storage and HV Systems.

"Time is of the essence, especially when we have a specific launch date," said Sankaran.

Ford's doubling of its battery-testing capabilities is one example of how crucial time is maximized as the company no longer has to search for the right supplier with the right equipment to quickly perform specific tests.

The expanded battery-testing capabilities allow the team to quickly collect, analyze and apply vast amounts of data and, when needed, modify tests and easily adapt necessary changes. Projects are completed at least 25 percent faster than they were with previous-generation hybrids, Sankaran said.



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AR EQUIPMENT SPOTLIGHT

To be included in the spotlight, you must manufacture the equipment featured. We require a company name, contact person, telephone number and, if applicable, a website address.

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UPCOMING TOPICS

11/12	Rubber Shredders
12/12	Metal Recycling Attachments
01/13	Waste-to-Fuel Equipment
02/13	Shredders

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.

Survey finds car buyers are willing to pay more upfront to save money later

While researching public opinion in relation to driving habits and green vehicles such as their new Ford Fusion, a survey commissioned by Ford Motor Company found that a majority of Americans say they're paying more upfront to save money over time.

The new Ford Fusion provides a lineup of fuel-efficient options including EcoBoost®, EcoBoost with Auto Start-Stop technology, hybrid and plug-in hybrid powertrain offerings.

The Fusion with 1.6-liter EcoBoost engine is Ford's first gasoline-powered vehicle in North America to offer the Auto Start-Stop fuel-saving technology – derived directly from Ford hybrids, and a \$295 option – with a six-speed automatic transmission.

Ford group vice president for Global Product Development Raj Nair said, "The new Fusion with Auto Start-Stop technology is an affordable way for consumers to enjoy some hybrid benefits including improved urban fuel economy and cleaner air."

A Ford-commissioned survey by market research firm Penn Schoen Berland also found many American drivers are slowing down, coasting more to stops, and in some cases even slipstreaming behind larger vehicles to save gasoline.

Based on \$1,000 of discretionary income to spend on energy savings, 25 percent of the survey respondents would buy a vehicle with hybrid tech-

nology, with almost equal numbers choosing energy-efficient appliances or solar panels.

The study shows the significance of this greener attitude shift, as seven out of 10 drivers have changed their driving habits to become more fuel-efficient.

This recently released research of American driver attitudes indicates the following trends:

- Saving money and helping the environment are top drivers of energy-efficient purchases;

- Almost all respondents agree on the importance of fuel-efficient vehicles (95 percent), followed by energy-efficient appliances (93 percent) and light bulbs (85 percent);

- Seven of 10 respondents have changed their driving habits to save fuel;

- Sixty-four percent drive less frequently, 41 percent have slowed down, and 10 percent say they draft behind larger vehicles to save fuel;

- Thirty-two percent have done research to find cheaper fuel; and,

- Twenty-one percent have purchased a new vehicle with improved fuel economy.

Auto Start-Stop switches off the gasoline engine when the vehicle is stopped in congested traffic, at stop signs and traffic signals. Seamlessly restarting when the driver releases the brake pedal, the system helps to save fuel and conserve the environment.

Ford Auto Start-Stop can provide up to a 10 percent improvement in overall fuel efficiency, with a corresponding drop in tailpipe emissions.

Auto Start-Stop saves the fuel typically wasted when a car is standing and running at idle. Savings vary depending on driving patterns, but owners who spend most of the time in urban areas and city traffic will benefit the most – up to 10 percent.

On average, Auto Start-Stop improves fuel efficiency by about 3.5 percent. If 50,000 Fusions were equipped with Auto Start-Stop, the improved efficiency would reduce annual CO2 emissions by more than 14 million lbs. and 1 million gallons of gasoline.

More broadly, a study by the United States Department of the Treasury estimates that congestion consumed an extra 1.9 billion gallons of fuel in 2011, approximately 5 percent of all the gasoline used. Studies show drivers encounter an average of 10 to 15 red lights and stop signs on a typical 20-mile commute, which can add from 5 to 15 minutes of idle time and wasted fuel.

"We expect the average Fusion driver with the 1.6-liter EcoBoost engine and Auto Start-Stop can recover the \$295 cost of this technology through real-world fuel savings in less than 18 months," said Samantha Hoyt, Fusion Marketing manager.

Gershow gifts cars to fire fighters

In support of New York fire, rescue and emergency service technicians, Gershow Recycling will donate 20 vehicles to the Suffolk County Fire Academy. Each vehicle will be provided to the fire academy for each of the 20 upcoming classes the academy's training facility in Yaphank over the next few months.

Firefighters use junk cars to perform in simulated emergency situations and learn how to extricate victims from the vehicles in the event a crash occurs. However, as the economy has taken a toll on consumers, fewer people have been buying new cars, thereby keeping older vehicles – which would have otherwise found their way into the local scrap yard – on the road. This has resulted in a scarcity of junk vehicles to be provided for firefighters during their extrication exercises.

Gershow has assisted with numerous fire departments throughout Long Island by donating vehicles for extrication exercises. They have also provided junk cars for the Fire, Rescue & EMS Mega Show at Nassau Coliseum, the Chuck Varese Vehicle Extrication Tournament in Northport, and "Gone in Six Hours," which is held by the North Merrick Fire Department.

Gershow Recycling has eight locations in Brooklyn, New Hyde Park, Valley Stream, Freeport, Lindenhurst, Huntington Station, Bay Shore and Medford.

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Automotive orders up at KUKA Systems

As part of record second quarter sales, KUKA Systems, the global systems integrator, booked major orders from the automotive sector to build manufacturing lines in China and Spain.

The China order, from a premium German automaker, includes nine manufacturing lines, for new car body and parts assembly, an assembly and finishing line and for building subassemblies such as front and rear doors, fenders, engine hoods and tailgates. The Spanish order, from a large car parts supplier, comprises engineering and construction for four highly flexible manufacturing lines that will produce body sections such as front and rear sliding doors and tailgates for various vehicles.

KUKA Systems Group, headquartered in Augsburg, Germany, registered sales of \$330 million for the quarter ended June 30, 2012 – 29.7 percent more than for the same quarter of 2011. Those sales also partly reflect several orders for its specialty Magnetarc and friction welding machines received from automotive customers in the first half of 2012.

When a person assists a criminal in breaking the law before the criminal gets arrested, we call him an accomplice.

When a person assists a criminal in breaking the law after the criminal has been arrested, we call him a defense attorney.

Car numbers

■Continued from Page 1

numbers of cars and the distances driven threaten to overwhelm fuel economy advances.”

Discussions about reducing the environmental impacts of vehicles tend to focus on technical improvements, such as engines, aerodynamic design and fuels – yet another concern is the distances traveled. Even though the United States has just 25 percent of the total population of the group of wealthy nations known as the Organisation for Economic Co-operation and Development (OECD), in 2008 it alone accounted for just over 40 percent of the 10.3 trillion passenger-kilometers driven in all OECD member countries. Still, U.S. car travel is down slightly from its peak of 4.3 trillion passenger kilometers in 2005, to 4.1 trillion passenger kilometers in 2008.

Further highlights from the report: The passenger vehicle fleet in China grew at an annual average rate of 25 percent during 2000 to 2011, from fewer than 10 million cars to 73 million cars.

The top four producers of light vehicles – China, the United States, Japan and Germany – together account for more than half of global output.

Hybrid vehicles are growing in number, but they remain below two percent of total vehicle output.

Car travel in non-OECD countries doubled between 1975 and 2000, but it then picked up pace by doubling again in just the decade to 2010.

Auto auctions

■Continued from Page 1

prices or generate that 30 percent somewhere else.”

One insurance industry lobbyist who testified for the bill, however, said that opening up auction access would help create more insurance industry jobs. The lobbyist also said insurance jobs were preferable to jobs at recycler operations, an assertion that particularly rankled McKinney.

The environment is one issue where licensed recyclers would seem to hold the upper hand. “We’re required to track our mercury switches and get rid of oil properly,” McKinney notes. “Not just any Joe Schmo can do this in his backyard.” The ARA echoed that, stating, “This bill threatens Ohio’s environment as unqualified businesses attempt to handle, dismantle and dispose of environmentally-harmful products and hazardous materials such as mercury, oil and gasoline.”

Vehicle safety might be negatively affected as well, if unlicensed bidders purchased vehicles that had been declared total losses and then returned them to the road after inadequate repairs, the ARA statement said.

Arguments such as those the Ohio recyclers are presenting helped passage of two recent laws in Utah and Florida. Rather than opening up salvage auctions, these laws tightened restrictions. The Florida law was designed to deter metal thieves

by making it easier to track purchases of salvage vehicles and sales of scrap metal. The bill that passed had been changed from one version that would have eliminated a requirement that vehicles sustaining 80 percent destruction not be permitted back on the road. Retaining the 80 percent standard was supported by the Florida Automotive Dismantlers and Recyclers Association.

In Utah, a law passed in March directly addressed the bidder requirement issue by restricting auctions to those with state business and tax licenses. In addition, it required reporting salvage purchases to the National Motor Vehicle Title Information System and the Utah motor vehicle enforcement office, as well as setting a standard for total loss vehicles that could not be repaired and returned to the road.

The Ohio legislature is on break until after the November elections. Meanwhile, McKinney has been contacting legislators about the bill, which has passed the state senate and will next be considered by its lower house. He hopes to get a chance to make his case during the session, as bill backers did last summer.

The normal routine would call for opponents, including in this case the recyclers, to testify, followed by a round of amendments. But nothing is certain in the battle of Ohio’s recyclers against the proposed law. “After the election, who knows?” McKinney said, “We’ve been lobbying very hard over the summer and are waiting to see what happens next.”

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