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FOCUS: Automotive

Auto recycling industry sees unstable market



WHAT'S INSIDE

Scrap Metals MarketWatch..... 10
 Salvaging Millions..... 12
 Business Briefs..... 14
 Classified Advertisements..... 15
 Equipment Spotlight..... B4

- World crude steel production decreased. Page A11
- Continental Tires made with polyester from recycled PET bottles. Page A13
- Mura Technology receives \$100 million investment to tackle plastic waste. Page A14

A volatile metals market keeps industry players on their toes

by MAURA KELLER

mkeller@americanrecycler.com

The current economic global environment, combined with the ongoing war in the Eastern region of Europe is affecting today's scrap metal industry. According to IBISWorld's analysts, who monitor the industry impacts of current events in real-time, the prices of metals is expected to remain volatile throughout 2022, resulting in a revenue decline for the scrap metal recycling industry as a whole.

However, during a press briefing at the BIR Congress in Barcelona, Spain, Tom Bird, president of the Bureau of International Recycling, a global recycling industry federation representing more than 30,000 companies around the globe, said that scrap metal prices may now be bottoming out following recent high volatility.

What's more, at the BIR Congress, BIR Statistics Advisor Rolf Willeke said that combining the steel scrap use of steelworks and iron/steel foundries, total consumption last year was around 700 million tons. As BIR indicates, while China's steel scrap consumption had fallen by 2.8 percent in 2021, it remained the world's largest scrap user. Meanwhile, there were significant steel scrap consumption increases last year in the EU, the U.S., Turkey, Japan, Russia and the Republic of Korea.

In the U.S. specifically, according to the U.S. Department of the Interior, in February 2022, "Purchased steel scrap receipts increased by 3 percent, recirculating scrap production decreased by 10 percent, and iron and steel scrap consumption was essentially unchanged compared with those in January 2022. Stocks of purchased and home scrap increased slightly from those at the end of January 2022."

In its most recent Mineral Industry Survey, the

U.S. Department of the Interior reported that exports of iron and steel scrap in February 2022 increased 10 percent from those in January 2022. Turkey was the leading destination for exports, accounting for 30 percent of the total tonnage, followed by Bangladesh (15 percent) and Mexico (14 percent). Imports of iron and steel scrap in February 2022 decreased by 13 percent from those in January 2022. Canada was the leading country of origin, accounting for 76 percent of the total tonnage of imports, followed by Mexico (15 percent).

Founder and chief executive officer of iHaulJunk, Matt Fitch, has more than 10 years of industry experience operating a high demand, service based waste remediation business. Starting at ground zero in 2013, and with no hauling experience, Fitch successfully managed to scale a local service business to what is now a nationwide network of more than 30 independent haulers operating crews in major U.S. cities. Over the years Fitch has trained more than 150 haulers as direct employees and as independent subcontractors working remotely and they all haul away scrap metals daily.

With the key understanding of the daily scrap metals market, Fitch said that current prices for both ferrous and nonferrous scrap metal are in a state of flux. "The price of iron and steel are up because production is down while demand is still high, however both inflation and supply chain issues have created an unstable market," he said.

Jamie Knight, chief executive officer of Data-Source Hub, said the scrap metal market is doing relatively well, overall, with today's scrap metal markets exhibited a combination of high prices and low supply, but things are beginning to



Matt Fitch, of iHaulJunk, advises that if you have storage, hold metals that have dropped in value recently and wait for a recovery that should be coming in early 2023 for all scrap metal prices.

PHOTO BY PUMBA1 | DREAMSTIME

level off as compared to the markets during the pandemic years of 2020 and 2021.

Nonferrous metals, such as copper and aluminum, are doing better than ferrous metals, such as steel and iron. This is mainly due to the high demand from China and the low production costs of these metals.

"The main drivers for this are inflation and the war in Ukraine. Ferrous metals are doing a bit worse, but this is mainly due to the price of oil, which is affecting the steel market," Knight said. The war in Ukraine is definitely a factor in current prices, but raw material shortages also are of equal concern.

Specifically, as Fitch said, uncertainty around the war in Ukraine and instability in the Eastern region as a whole is creating anxiety in

consumers globally and the trickle-down effect is being felt across most industries, and the scrap metal industry hasn't been left out.

"The scrap metal market is being driven by two main factors: inflation and the war in Ukraine," Knight added. "Inflation is causing companies to recycle more metals in order to save money, while the war is causing a shortage of metals, which is driving up prices." Shipping and supply chain issues, due to the pandemic, have also wreaked havoc with the scrap metal market, but experts believe this will level off in the coming year.

Regardless of the challenges facing the scrap metal market, a projected growth of 7 percent between 2020 and 2025 still seems likely, but it will depend on the

See METALS, Page A4

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How briquetters maximize processing efficiency and commodity value

by MIKE HOOK

Sales and Marketing Director, PRAB

When demand is high for metal, injecting efficiencies into metal scrap recycling processes can create a definitive financial reward for metal scrap recyclers and machine shops alike. One pathway to realizing that reward? Briquetting metal scrap.

How Briquetters Work

Briquetting machines compress metal chips, loose turnings, and swarf to create compact, dense, uniform pucks that decrease metal scrap volume and increase metal scrap value. While puck density will vary from briquetter to briquetter, an average aluminum puck is about 10 times more dense than loose chips.

The machines are engineered to modify a variety of metal scrap including ferrous metals such as steel and cast iron and nonferrous metals such as aluminum, magnesium, brass and copper.

During compression, cutting fluids are squeezed out of the metal scrap to produce an almost completely dry, solid briquette. The machines are designed to capture the fluids in a reclamation tank and once recovered, the oil or water-based coolant can be recycled and reused.

In some instances, metal scrap may require preconditioning prior to briquetting to create a flowable stream of material. This is usually accomplished by a crusher or shredder. Some machines use a single ram to compress the metal

scrap – more advanced machines use two in order to compress the material from both ends.

A word of caution about briquetter hydraulics: avoid running them at or near their failure point. Although the machine's hydraulic system may be rated for 5,000 psi, operating the machine at maximum psi can strain the equipment, which could result in extended downtime, increased maintenance costs, and decreased equipment service life.

Creating Value at the Scrap Yard

Briquetters can benefit recycling operations in several ways.

Unlike loose metal scrap, pucks optimize container fill, which significantly reduces the space needed to store metal scrap. It is not unreasonable to expect that two drums of turnings briquetted into pucks would only fill half of a single drum after compression. Because they can be up to 99 percent dry, the need to utilize drying racks or centrifugal dryers is typically not necessary. Also, once briquetted, the potential for metal scrap pucks to cross-contaminate with other materials is greatly reduced.

Dry, compact pucks also melt more efficiently than loose, wet metal scrap. While loose chips and turnings can retain 10 percent to 15 percent of residual cutting fluids, moisture in briquettes can be reduced to an estimated 1 percent to 5 percent depending on the machine and metal. Pucks lend themselves to a more consistent feed rate and they sink into the molten metal. As a result, the burn-off

loss is reduced and the melting process is more consistent. This contributes to lower energy consumption and melt times.

The ability to create dry, uniform pucks can also lower expenses. If the recycling facility outsources melting, purification, and solidification to a third party, transportation costs will typically be lower than the costs to haul loose chips, turnings, and swarf because a higher volume of metal scrap can be hauled in a single trip. Heavy-duty vehicle fleets still primarily rely on fossil fuels, therefore fewer trips may even translate to a lower carbon footprint.

Briquetting metal scrap can also create a resale advantage. Because the pucks are compact and easy to store, the recycling facility can potentially store more briquettes on-site than loose material. This may empower recyclers to sell or process the material when it is most advantageous for them – for instance, when specific metals command higher prices.

Creating Value for Metal Recycling Customers

Many machining businesses still use a centrifuge/wringer to spin cutting fluid from metal machining scrap because the primary objective is to reclaim the fluid to lower fluid replacement costs. However, as the circular economy grows, demand for metal increases, and transportation costs rise, recyclers who collaborate with metalworking operations to pursue more advanced metal scrap modi-

fication at the source will afford several benefits to both parties.

First and foremost, fabricators and manufacturers who supply pucks to recyclers reap more value from metal scrap – up to 25 percent higher. Briquettes are more efficient than loose chips in most re-melt applications. Finally, the significant reduction in the volume of metal scrap will fill fewer containers with high-density metal scrap, resulting in lower haul-away costs.

Efficiently processing metals and an ability to quickly respond to market conditions is vital for recyclers to maximize margins. Partnering with a metalworking customer to install a briquetter at the machining facility can essentially outsource the initial processing that would otherwise need to take place at the scrap yard. In turn, this can give the recycler increased processing capacity and the fluid that is a waste stream at the scrapyard can be recycled and reused at the source. Initiatives such as these not only enrich the value chain, they can also spread costs and benefits across multiple parties, driving mutual success for both metalworking businesses and recyclers.

About the Author

Mike Hook is the sales and marketing director for PRAB and has over 15 years of mechanical design and application experience. PRAB is a supplier of engineered conveyors, equipment for processing stamping scrap, turnings, chips and spent metalworking fluids, as well as wastewater treatment solutions.

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Metals

Continued from Page 1

war's continuance and what role that will play on the supply chain.

As such, Fitch says that recycling companies should focus on targeting the types of customers who are going to bring them the most valuable metals.

"If you have storage, hold onto the metals that have dropped in value recently and we should see a recovery coming in early 2023 for all scrap metal prices," he said.

Knight said recycling companies should expect to see continued growth in the scrap metals market over the next few years. "This growth will likely be driven by continued demand from China and new sources of supply coming online as old sources are depleted or become less accessible due to geopolitical issues like war or sanctions."

In response to the fluctuations within the ferrous scrap market, some large steel producers are acquiring scrap businesses. In late 2021, Cleveland-Cliffs finalized the acquisition of the Processing and Trading Company, one of the largest processors and distributors of prime ferrous scrap in the U.S., processing approximately three million tons of scrap per year.

Likewise, in December 2021, BlueScope, an Australian steelmaker acquired the ferrous scrap steel recycling business MetalX, based in Indiana. The company will operate under the name BlueScope Recycling and Materials and hopes the deal will help strengthen its position in America.

In addition, ArcelorMittal, a steel and mining company, with a presence in 60 countries and primary steelmaking facilities in 16 countries, recently acquired Scottish recycling business John Lawrie Metals Ltd., as part of the company's strategy of increasing the use of scrap steel to lower CO2 emissions from steelmaking.

In response to the acquisition, ArcelorMittal Europe chief executive officer, Geert Van Poelvoorde said, "We have identified strong potential for growth in the ferrous scrap processing business, with demand growth in Europe facilitated by the European Union's initiatives to achieve higher metal recycling rates, reduce CO2 emissions and underpin the EU's net-zero ambitions. We are therefore very pleased to announce the acquisition of John Lawrie Metals, which represents a further step in our strategy to increase the use of scrap steel across our steelmaking sites."

Looking Ahead

Pandemic recovery, ongoing war, increasing inflation and supply chain issues aside, Fact.MR, a provider of market research and competitive intelligence, recently released a report evaluating the future outlook for the ferrous scrap recycling marketplace. This report takes a look at the current market scenario facing the ferrous scrap market, while also evaluating historical data to develop a market forecast for the industry.

According to the report, Fact.MR estimates that the scrap recycling market will experience a 5.5 percent growth rate to reach \$103B between 2021 and 2031.

Scranton signs contract with Rubicon

Rubicon Technologies, LLC, a digital marketplace for waste and recycling and a provider of software based solutions for businesses and governments, has entered into a three-year smart city partnership with the City of Scranton, Pennsylvania to help enhance its residential waste and recycling services.

RUBICONSmartCity™ is a proprietary, cloud-based technology suite that helps city governments run faster, smarter and more effective waste, recycling and heavy duty municipal fleet operations. The platform includes a mobile app, an onboard data collection device and a web based portal.

The City of Scranton's goal is to digitize operations and gather and analyze real time data to optimize its recurring solid waste and recycling routes. Scranton boasts a population of nearly 80,000 residents and its fleet provides residential waste collection services for roughly 26,000 locations.



877-777-0043 | Fax 419-931-0740

Owner, Publisher and Editor

ESTHER G. FOURNIER
news@AmericanRecycler.com

Print and Digital Production

MARY E. DARLOW
mary@AmericanRecycler.com

Marketing Representatives

MARY M. THORNTON
maryt@AmericanRecycler.com
MARY E. DARLOW
mary@AmericanRecycler.com

Circulation Manager

DONNA L. MCMANUS
donna@AmericanRecycler.com

Writers and Contributors

MAURA KELLER
mkeller@AmericanRecycler.com
RON STURGEON
rons@rdsinvestments.com
MARY M. THORNTON
maryt@AmericanRecycler.com

Production Offices

1789 Indian Wood Circle, Ste 250
Maumee, OH 43537
877-777-0043 fax 419-931-0740
www.AmericanRecycler.com

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Professional Recyclers of Pennsylvania 2022 Annual Recycling & Organics Conference. DoubleTree Resort by Hilton Lancaster, Pennsylvania. www.prop.memberclicks.net/2022-annual-conference 717-441-6049

September

9/21-9/24

Automotive Recyclers Association Annual Convention. The Dolphin Hotel, Orlando, Florida. www.a-r-a.org 571-208-0428

9/27-9/28

Canadian Waste & Recycling Expo. International Centre, Toronto, Ontario, Canada. www.waste-recycling-expo-canada.us.messefrankfurt.com 416-510-5235

October

10/11-10/13

2022 Annual Missouri Recycling Association Conference. Stoney Creek Inn, Independence, Missouri. www.moraconference.org 573-491-4255

November

11/2-11/3

NERC's Fall 2022 Conference. Sheraton South Hotel, Rocky Hill, Connecticut. www.nerc.org 802-254-3636



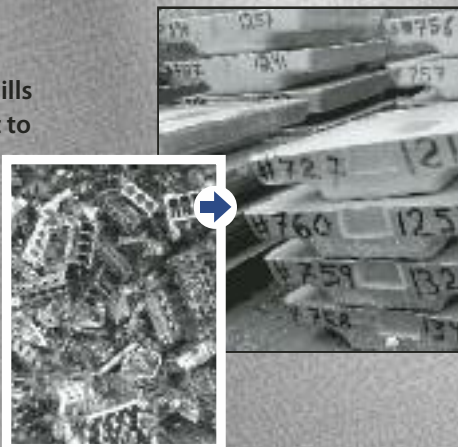
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EPA targets \$375 million in funding for new grant programs and initiatives

The U.S. Environmental Protection Agency (EPA) announced \$375 million in funding through the Bipartisan Infrastructure Law for new recycling, reuse and waste prevention programs. The agency published three Requests for Information seeking input on the design of the materials management initiatives, the first step in the process to implement the largest EPA investment in recycling in 30 years.

“Too many communities are burdened by pollution and the negative environmental and health impacts that result from poorly managed waste,” said EPA administrator Michael S. Regan. “This unprecedented investment will transform recycling and solid waste management across the nation, create good paying jobs and advance our bold environmental agenda as we work to build a better America.”

The \$375 million in Bipartisan Infrastructure Law funding will develop several new initiatives, including a Solid Waste Infrastructure for Recycling grant program, a Recycling Education and Outreach grant program, a Model Recycling Program toolkit, as well as provide funding to compile best practices for battery collection, recycling, and labeling guidelines.

For example, through the education and outreach grants, EPA can fund projects such as public service announcements, advertising campaigns

and the development and dissemination of recycling program toolkits.

These Requests for Information are the first steps in the process of developing these new grant programs and guidance. Through the Requests for Information, EPA is asking all interested individuals and organizations to share their perspectives on resources, opportunities, and barriers related to reducing, reusing, and recycling infrastructure, education and outreach programs and battery recycling and collection.

To access the Requests for Information and learn how to comment, please visit the Bipartisan Infrastructure Law Transforming U.S. Recycling and Waste Management website.

Additionally, EPA is initiating a national effort to engage stakeholders across the country to inform the development of these new programs, hosting virtual meetings and feedback sessions in all 10 regions and nationally. EPA is targeting community groups and environmental justice organizations around the country as part of this outreach plan. To remain informed about these programs as they develop, sign up to stay connected.

For a direct link to additional information, view this article on www.AmericanRecycler.com.

The Recycling Partnership develops national database

The Recycling Partnership has developed a National Recycling Database, offering a comprehensive source for local recycling information across the U.S. This unique database, and the community outreach and product design tools based on this data, will empower households, manufacturers, retailers, brands, policymakers, environmental organizations and government officials to understand how individual recycling programs are conducted, what materials are recyclable at the local level and ultimately how to improve packaging recyclability.

The U.S. recycling system is not a unified or governmental entity, but rather a network of over 9,000 separate local recycling programs. Each individual program has specific parameters for which materials can be recycled, and municipalities collect recyclables in different ways.

This is the first time that a systematic search of community programs has been completed and aggregated into a database that will be able to answer questions for consumers, companies and recycling professionals, such as “Is this container recyclable in my town?”, “How do we design packaging for recyclability?” and “How can we improve recycling in my community?” The Recycling Partnership’s National Database contains continuously updated data that will make it possible to answer these questions and more through a suite of tools that are currently under development.

With generous support from Apple, The Recycling Partnership created the first database that indicates what materials are accepted for recycling based on specific community programs, versus general information about what’s recyclable in an area. This complex database incorporates research of all local U.S. recycling websites with communities of

over 2,500 households (97 percent of the U.S. population) and a custom neural network that captures local recycling changes as they occur. With this first-ever resource, the country is taking a bold step towards the innovative system of the future.

The Recycling Partnership is actively working to deliver a series of digital tools that will harness the breadth and depth of the database for multiple audiences.

The first offering will be a chatbot tool – available this spring through both The Recycling Partnership’s website and other online channels – that will answer household recycling questions to address common confusion (e.g., “Is my yogurt container recyclable in my community?”).

The Recycling Partnership will also use the database in tandem with its recent Pathway to Circularity Recyclability Framework, which supports companies in taking action to ensure their product is recyclable. Though some packaging may require further innovation, the database will allow for the recyclability of these packages to be communicated in real-time to consumers.

Given the power of the National Recycling Database, The Recycling Partnership envisions multiple opportunities to collaborate with communities, app creators and other partners. As tools are released, the partnership will be engaging community and industry partners to get feedback on the data and input on future offerings.

The Recycling Partnership currently uses the database to target investments in strategic ways, focusing on communities that most need support. Ultimately, the National Recycling Database will fuel the transformation of today’s U.S. recycling system into a system of the future, allowing:

- Consumers to access trustworthy local recycling information;
- Local recycling program coordinators to convey updated and correct recycling information to residents;
- Retailers and brands to design packaging for maximum recyclability;
- Material producers to determine steps to overcome impediments to recyclability;
- Policymakers at the state and federal level to determine what is accepted for recycling at the local level.

“We are thrilled to share this powerful database that offers a hyper-local and high-level view of the U.S. recycling system at any given moment,” said Aaron Burman, vice president of data & analytics. “We’ve built a state-of-the-art neural network to detect changes in community websites, but this is really just the data foundation for a suite of tools that will help drive circularity throughout the U.S. economy.”

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METALS

Steel imports down 11.7 percent in April 2022

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,729,000 net tons (NT) of steel in April 2022, including 2,264,000 NT of finished steel (down 11.7 percent and 9.4 percent, respectively, vs. March 2022). Total and finished steel imports are up 21.0 percent and 45.1 percent, respectively, year-to-date vs. 2021. Over the 12-month period May 2021 to April 2022, total and finished steel imports are up 51.3 percent and 55.3 percent, respectively, vs. the prior 12-month period. Finished steel import market share was an estimated 27 percent in April and is estimated at 25 percent over the first four months of 2022.

Key steel products with a significant import increase in April compared to March are tin plate (up 28.9 percent) and cut lengths plates (up 22.5 percent). Products with a significant

increase in imports over the 12-month period May 2021 to April 2022 compared to the previous 12-month period include oil country goods (up 118 percent), wire rods (up 117 percent), plates in coils (up 81 percent), hot rolled sheets (up 78 percent) and cold rolled sheets (up 76 percent).

In April, the largest suppliers were Canada (613,000 NT, down 6 percent vs. March), Mexico (395,000 NT, down 27 percent), South Korea (250,000 NT, down 22 percent), Brazil (241,000 NT, down 31 percent) and Vietnam (121,000 NT, down 28 percent).

Over the 12-month period May 2021 to April 2022, the largest suppliers were Canada (6,970,000 NT, up 25 percent vs. compared to the previous 12-months), Mexico (5,342,000 NT, up 58 percent), Brazil (3,690,000 NT, up 8 percent), South Korea (2,828,000 NT, up 30 percent) and Russia (1,637,000 NT, up 290 percent).

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

Preliminary	APR 2022	MAR 2022	Prev 12 mths to APR 2022	Prev 12 mths to APR 2021	% Change 2022 Prev 12 mths vs. 2021
CANADA	613	653	6,970	5,588	24.7%
MEXICO	395	541	5,342	3,375	58.3%
BRAZIL	241	347	3,690	3,417	8.0%
SOUTH KOREA	250	321	2,828	2,175	30.0%
RUSSIA	58	55	1,637	420	289.5%
VIETNAM	121	167	1,323	329	302.4%
GERMANY	111	66	1,298	903	43.7%
JAPAN	98	103	1,165	845	37.8%
TAIWAN	106	104	1,089	577	88.8%
TURKEY	91	87	1,088	617	76.2%
NETHERLANDS	47	24	625	467	33.8%
CHINA	70	43	592	388	52.5%
INDIA	50	691	592	160	270.5%
ALGERIA	48	72	540	79	580.1%
ROMANIA	54	74	439	203	116.3%
All Others	376	373	4,204	2,552	64.7%
TOTAL	2,729	3,092	33,422	22,097	51.3%

Novelis joins coalition to accelerate decarbonization

Novelis Inc. has joined the First Movers Coalition (FMC), a global initiative aimed at decarbonizing eight "hard to abate" sectors. Through the partnership, Novelis will take a prominent role among a global network of companies committed to jumpstarting demand for clean energy technologies aimed at dramatically reducing carbon


emissions from the aluminum manufacturing process.

The FMC is a joint venture of the World Economic Forum and the U.S. Department of State. It serves as a platform for businesses around the world, alongside governments, to leverage their purchasing power and supply chains to create early markets for innovative,


clean energy technologies. As such, the improvements must reach commercial scale by 2030 to achieve net-zero emissions globally by 2050.

By joining the FMC, Novelis has pledged that by 2030, 10 percent of its primary aluminum purchases be near-zero, emitting less than 3t CO2 per ton. The FMC pledge also includes an assurance that by 2030 at least 50 percent of all aluminum Novelis uses is from recycled sources, a metric that the company has already surpassed with 57 percent of its inputs from recycled sources.

Novelis' commitments to the FMC complement its goals to accomplish a 30 percent carbon footprint reduction by 2026 and to be carbon neutral by 2050 or sooner. The company has also set targets for 10 percent reductions in water and energy intensities, and a 20 percent reduction in waste to landfills by 2026.



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AR Scrap Metals MarketWatch

Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$393.00	400.00	412.00	490.00	615.00
#1 Bundles	per gross ton	385.00	398.00	409.00	489.00	598.00
Plate and Structural	per gross ton	365.00	409.00	412.00	495.00	574.00
#1 & 2 Mixed Steel	per gross ton	348.00	410.00	401.00	451.00	450.00
Shredder Bundles (tin)	per gross ton	215.00	196.00	261.00	259.00	275.00
Crushed Auto Bodies	per gross ton	215.00	196.00	261.00	259.00	275.00
Steel Turnings	per gross ton	200.00	201.00	243.00	245.00	295.00
#1 Copper	per pound	3.95	4.01	4.21	3.87	4.20
#2 Copper	per pound	3.75	3.82	3.93	3.50	3.91
Aluminum Cans	per pound	.85	.86	.98	.95	.98
Auto Radiators	per pound	1.90	1.89	2.29	2.39	2.49
Aluminum Core Radiators	per pound	.84	.74	.75	.79	.81
Heater Cores	per pound	1.55	1.59	1.60	1.80	1.85
Stainless Steel	per pound	.90	.94	.98	.96	.98

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

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

METALS

MetalX acquires SRT Aluminum of Indiana

MetalX has agreed to acquire the assets and business of SRT Aluminum in Wabash, Indiana. SRT is a secondary aluminum melting operation that converts scrap aluminum into specification RSI in sow and ingot form, utilizing electric induction and reverb furnaces to produce 150 million pounds annually. Located on a 40 acre site that also includes an aluminum shredder and turnings processing operation, the company employs 120 people, all of whom are expected to become MetalX employees post-closing. The transaction is expected to close at the end of July 2022, subject to customary approvals and due diligence.

“Incorporating aluminum melting capabilities has been a key element of our overall strategy for some time.” said Danny Rifkin, MetalX chief executive officer. “This acquisition gets us immediately into the business in a meaningful way and is a solid platform for growth. Additionally, it secures our own production needs, broadens our service offerings for existing customers and supports our focus on developing new and sustainable methods to create high quality scrap and secondary products.”

World crude steel production decreased

Top 10 Steel-Producing Countries

	MAR 2022	% Change MAR 22/21	JAN-MAR 2022 (Mt)	% Change JAN-MAR22/21
CHINA	88.3	-6.4	243.4	-10.5
INDIA	10.9	4.4	31.9	5.9
JAPAN	8.0	-4.3	23.0	-2.9
U.S.	7.0	-1.7	20.3	-0.4
RUSSIA	6.6	-1.8	18.7	-1.2
SOUTH KOREA	5.7	-6.1	16.9	-3.8
TURKEY	3.3	-11.8	9.8	-3.7
GERMANY	3.3	-2.9	9.4	-4.7
BRAZIL	3.0	5.4	8.5	-2.2
IRAN	2.3	-6.1	6.9	-4.4

Global crude steel production was 456.6 Mt in the first 3 months of 2022, down by 6.8 percent compared to the same period in 2021. Asia and Oceania produced 331.3 Mt of crude steel in the first quarter of 2022, a decrease of 7.8 percent in the first quarter of 2021. The EU (27) produced 36.8 Mt of crude steel in the first quarter of 2022, down by 3.8 percent compared to the same quarter of 2021.

North America’s crude steel production in the first three months of 2022 was 28.1 Mt, a decrease of 0.9 percent compared to the first quarter of 2021. Russia & other CIS + Ukraine produced 24.0 Mt of crude steel in the first quarter of 2022, a

decrease of 8.5 percent on the first quarter of 2021.

Top 10 steel-producing countries

China produced 88.3 Mt in March 2022, down 6.4 percent on March 2021. India produced 10.9 Mt, up 4.4 percent. Japan produced 8.0 Mt, down 4.3 percent. The U.S. produced 7.0 Mt, down 1.7 percent. Russia is estimated to have produced 6.6 Mt, down 1.8 percent. South Korea produced 5.7 Mt, down 6.1 percent. Germany produced 3.3 Mt, down 11.8 percent. Turkey produced 3.3 Mt, down 2.9 percent. Brazil is estimated to have produced 3.0 Mt, up 5.4 percent. Iran is estimated to have produced 2.3 Mt, down 6.1 percent.

Keith J. Howell appointed AIST president

Keith J. Howell, chief operating officer, ArcelorMittal North America, Schererville, Indiana, has been appointed president of the Association for Iron & Steel Technology (AIST) for 2022/2023. Howell succeeds Steven J. Henderson, vice president, west division, Commercial Metals Company, Mesa, Arizona.

AIST announced its 2022–2023 Executive Committee and Board of Directors during AISTech 2022, the organization’s annual conference and exposition. Also appointed as members of the executive committee were:

- First vice president: Barry T. Schneider, Senior Vice President, Flat Roll Steel Group, Steel Dynamics Inc., Fort Wayne, Indiana.

- Second vice president: Brian K. Bishop, Executive Vice President, Commercial, Cleveland-Cliffs Inc., West Chester, Ohio.

- Past president: Steven J. Henderson, Vice President, West Division, Commercial Metals Company, Mesa, Arizona.

- First officer-at-large: Thomas C. Toner, Vice President, Operations, SSAB Americas, Mobile, Alabama.

To see additional appointments, view this article on www.AmericanRecycler.com.



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AUTOMOTIVE

Volvo Cars is first car maker to join SteelZero initiative

Volvo Cars has become the first car maker to sign up to the SteelZero initiative, which aims to increase demand for fossil free steel and accelerate a transition to carbon neutrality in the global steel industry.

By signing up to SteelZero, Volvo Cars commits itself to stringent CO2-based steel sourcing requirements by 2030. By 2050, all the steel it sources should be net-zero steel, which is in

line with the company's ambition to be climate neutral by 2040.

Steel production is a major source of CO2 emissions for the automotive industry, averaging 33 percent of all production-related emissions for a new Volvo car in 2021. Globally, steel production is responsible for around 7 percent of all greenhouse gas emissions.

See VOLVO, Page B7

■ For more AUTOMOTIVE news, see Page B1

SALVAGING Millions

by Ron Sturgeon
Autosalvageconsultant.com

Sharpen your organizational skills to compete and be efficient

To compete in today's environment, you're going to have to learn to do more with less. One of the most important skills you can learn is how to organize better. It's a complex subject with 100 different opinions about how to do it best, but I will try to hit the hotspots.

You'll be amazed once you get really organized how much more work you can do or how much more free time you can have and still do the same amount of work you're now doing. Let's start with e-mail.

•It's important that you try to handle e-mail in a timely manner, but it is equally important for your inbox to be almost always empty, or darn close. Make sure you've created folders for topics you need to categorize. It's not unusual to find people with thousands of emails in their inbox. Just take all of them and move them to a new folder marked old e-mails. Starting with the very next e-mails you receive; you should make sure you handle them. Do whatever is required, move them to a folder, or delete them because they're not important or because you're finished with them. Try to keep your inbox below 10 e-mails at any given time.

•Let's talk about folders next. You should save all your documents in folders. In those folders, names should resemble the list of folders you have for emails. When you need to save a document, you save it in the documents. You don't leave it in an email.

•Finally, let's discuss lists. It's important that you make lots of lists.

Whether tracked with an electronic device or not, successful people make lots of notes and lists. Don't feel bad if you have a great deal of them. However, make certain you have a system for how you manage them, how you prioritize them and when you complete them. You may even keep a mini or full-size journal, number the pages, stick post-it notes in it and move them forward if not handled. It's great to have a journal to take to meetings, never go without one.

•Part of being better organized is learning to delegate. I know – you can do it yourself quicker than someone else can do it. That's probably right, so I can't fault that thought. But if it takes someone twice as long to do it as you would take, you still have freed time to go do something more important by delegating. It's important that you delegate things that you can't do, shouldn't do or won't do. Obviously, at different points in our lives, the list of what you will delegate will change. I'm old, so I want to delegate everything, even though this really isn't feasible. Regardless of what makes your list of items to delegate, make sure you get organized so that you can do more with less and make more money.

By the way, I do practice what I preach. I dictated this article into an iPhone memo, copied and pasted the memo into a Word document and sent it to my editor, who polished it for you. I have less than five minutes in it. That's efficient and great delegation!

Remember, only you can make BUSINESS GREAT!

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

RUBBER

Continental Tires made with polyester from recycled PET bottles

Continental tires containing polyester made from recycled PET bottles are now available to all dealers in Europe. Continental has brought the ContiRe.Tex technology, which can completely replace the conventional polyester in the tire carcass, into series production in April 2022.

Currently, the premium tire manufacturer offers three models in five dimensions, each with polyester made from recycled PET bottles: the PremiumContact 6, the EcoContact 6 and the all-season tire AllSeasonContact.

In September 2021, Continental unveiled the specially developed Con-

tiRe.Tex technology for the first time. It uses polyester yarn, which is obtained from used PET bottles without any intermediate chemical steps and not recycled in any other way. This makes the technology much more efficient than other standard methods for processing PET bottles into high-performance polyester yarns.

The bottles used for the technology come exclusively from regions without a closed recycling loop. A set of standard passenger car tires uses the material from around 40 recycled PET bottles.

Bridgestone and Dow partner on tire sealant technology

Bridgestone Americas and Dow have partnered to develop B-SEALS, a recyclable, silicone-based tire sealant technology. The extended mobility solution represents more than four years of joint research and development between the two companies.

B-SEALS technology provides excellent sealant performance in the event of a puncture without compro-

promising sustainability. Unlike conventional sealants that are difficult to separate from tires, this silicone-based sealant can be removed after application. Because it's removable and recyclable, the sealant supports end-of-life tire recycling and enables circularity.

Bridgestone will initially offer tires with B-SEALS to original equipment manufacturers.



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PLASTICS

Mura Technology receives \$100 million investment to tackle plastic waste

Mura Technology, a plastics recycling technology pioneer, has received a new equity investment from KBR. The \$100 million investment will provide the platform for Mura to develop multiple new projects around the world to remove over one million tonnes of plastic from global waste streams. Alongside the investment, a representative from KBR management will join Mura's board of directors to help shape the future strategy of the business.

Mura has been in alliance with KBR, its exclusive global licensing partner, since January 2021. Together they have combined technological expertise and global reach to bring Mura's innovative recycling technology hydrothermal plastic recycling technology (Hydro-PRT) to markets around the world, accelerating and de-risking the delivery of future projects.

Demand continues to grow for this technology, and Mura has since announced a licensing agreement with Mitsubishi Chemical Corporation in June 2021, as well as strategic partnerships with Dow and Chevron Phillips Chemical Corporation. Together, Mura and its licensees have plans to build facilities around the world; the first is due to open in Teesside, United Kingdom, at the end of 2022, followed by sites in the U.S. and Germany which

will commence construction in the coming months. Further sites are planned for Europe and Asia, including a project in South Korea with LG Chem, which will initially support the recycling of 25,000 tonnes of plastic waste.

Hydro-PRT is capable of recycling end-of-life plastic; converting mixed plastic streams into fossil-replacement oils and chemicals, enabling plastic waste to be upgraded into new plastics and other products. There is no anticipated limit to the number of times the same material can be recycled, and the process makes it inherently scalable.

Dr. Steve Mahon, chief executive officer of Mura Technology, said, "The combination of Mura's game-changing Hydro-PRT technology with KBR's scalable engineering and licensing expertise has now established a world-leading alliance in the advanced recycling of plastics. This additional investment by KBR in Mura Technology and the addition of a member of KBR's management to Mura's Board of directors demonstrates a strong commitment to this partnership by both parties. The investment proceeds will be used to support our first commercial-scale plant in Teesside later this year as well as fund the development of several plants in the U.S. and Europe."

BUSINESS BRIEFS

Dimino and Heaton-Jones join NERC board

■ The Northeast Recycling Council (NERC) board has elected two additional ex officio members to the board – Resa Dimino, New York, and Jen Heaton-Jones, Connecticut.

Resa Dimino is a managing principal with RRS, a sustainability and materials management consulting firm, and a partner at Signalfire Group, a subsidiary of RRS focused on supporting governments and businesses to navigate policy and regulation to move toward a circular economy. Dimino has over 30 years of experience in waste reduction, recycling, product stewardship and environmental economic development. She has held roles in the recycling industry, trade groups and public sector including WeRecycle, NAPCOR and the New York State Department of Environmental Conservation. As of late, she has managed and directed multiple recycling supply chain assessments, infrastructure gap analyses, EPR modeling and policy development projects. She recently led and participated in projects supporting the development of carpet EPR in New York, the study of PET thermoform recycling costs and material flows and mapped the infrastructure and material flow of plastics in the US and Canada.

Jen Heaton-Jones is the executive director of the Housatonic Resources Recovery Authority (HRRRA), a regional, governmental solid waste management authority serving 14 municipalities in Western Connecticut. She has been with the HRRRA since 2009. She is the current chair of the CT Product Stewardship Council, vice president of the CT Recyclers Coalition and president of the Northeast Chapter of NAHMMA.

Sennebogen celebrates its top dealers of 2021

■ The best of the best were honored recently as Sennebogen LLC announced its annual Dealer of the Year winners. Constantino Lannes, president of Sennebogen, introduced Tractor & Equipment Company (TEC), based in Birmingham, Alabama, as 2021's Top Dealer. Employee-owned TEC operates 20 machine sales and service branches.

Envimat, a recent addition to the Sennebogen network and the first from South America to win recognition in Sennebogen's distributor awards was 2nd and Tyler Equipment of East Longmeadow, Maine rounded out the Top 3.

National Auto Body Council adds to board

■ The National Auto Body Council announced that Alan Scrimager is the chairman's appointee as an interim board member to the vacated seat of Anthony Natalie on the NABC® board of directors. His appointment is in accordance with the NABC bylaws.

Scrimager has more than 20 years of experience in banking and serves as senior lending officer for Pinnacle Financial Partners' Client Advisory Group in Memphis, Tennessee. In his role, he leads a team that provides distinctive service and effective advice to commercial and private clients. Pinnacle is a full service financial institution founded and headquartered Nashville.

Prior to his work in financial services, Scrimager worked in the motor-sports industry with Peterson Publishing and served as the director of the National Muscle Car Association and event director for the Hot Rod Magazine Power Festivals.

Meridian Waste acquires Capital Dumpster Service

■ Meridian Waste, an integrated, non-hazardous solid waste services company, closed on the purchase of Capital Dumpster Service, LLC located in Goldsboro, North Carolina.

The acquired assets from Capital Dumpster Service include three front-load trucks, four roll-off trucks, one automated sideload truck, multiple front-load and roll-off containers, 95 gallon carts and corresponding commercial contracts. Meridian Waste will transfer the assets and operate out of its existing hauling location at 13415 Highway 421 North in Goldston co-located with its Triad Transfer Station (formerly known as the Chatham Waste & Recycling Transfer Station). The acquisition helps to bridge and densify collection routes between the greater Raleigh and Greensboro market areas.

The terms of the asset purchase agreements remain private.

Andritz and Altstoff sign cooperation agreement

■ International technology group Andritz has signed a cooperation agreement with Altstoff Recycling Aktiengesellschaft, located in Vienna, Austria, to launch special refuse derived fuels (RDF) processing technology on the market for the cement industry.

Altstoff is the market leader in Austria for collection and recovery of packaging and offers comprehensive know how for an all-round circular economy of circular design solutions, waste and material flow management as well as logistics and digitalization.

Through this cooperation, Altstoff and Andritz are aiming at a significant increase in RDF utilization rates and a considerable reduction in carbon emissions from incineration plants in cement works. The centerpiece of the innovative solution is an Andritz ADuro F shredder, which grinds RDF to very fine particle sizes. With this innovative technology, excellent preconditions are created to substantially increase utilization of RDF. At the same time, it enables the use of carbon optimized RDF materials for a sustainable and carbon neutral future.

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BRIEFS

SMART Association names new executive director

■ The Secondary Materials and Recycled Textiles (SMART) Association named a new leader as Jackie King retires.

Susan DeCoursey is SMART's new executive director. DeCoursey has a lengthy resume and most recently was the executive director at Management Solutions Plus based in Washington D.C. DeCoursey has extensive experience in leadership positions in trade, scientific and medical organizations. She was director of society management services and publishing at the Federation of American Societies for Experimental Biology.

Since 2009, Jackie King has had a significant impact on SMART as executive director.

During her tenure, King has been an effective leader in expanding the association's impact globally. SMART membership has expanded in parts of the world, where the textile recycling market has grown, including India, Pakistan, and the UAE. King has been credited with several key accomplishments, including helping to raise awareness about textile reuse and recycling with the public.

Nucor declares 197th consecutive cash dividend

■ The board of directors of Nucor Corporation declared the regular quarterly cash dividend of \$0.50 per share on Nucor's common stock. This cash dividend is payable on August 11, 2022 to stockholders of record on June 30, 2022 and is Nucor's 197th consecutive quarterly cash dividend.

Indevco Plastics launches production in new plant

■ Indevco Plastics, a member of Indevco North America Plastics Division, is now operating in its 100,000 sq.ft. plant on Prosperity Drive in Orangeburg, South Carolina. Construction of the flexible packaging facility began in 2021 in Orangeburg County Industrial Park and houses manufacturing, warehousing, offices, and laboratory space.

The operation will manufacture polyethylene converting films, as well as FFS and Stretch Hood Films. Indevco Plastics' Carbon Footprint Reduction Program is designed to help customers quantify and reduce their impacts through sustainable packaging metrics, including raw material reduction or downgauging, use of post-industrial recycled and post-consumer recycled content and product design for 100 percent recyclability.

Scientists have discovered another deadly pathogen they are calling the Peekaboo virus.

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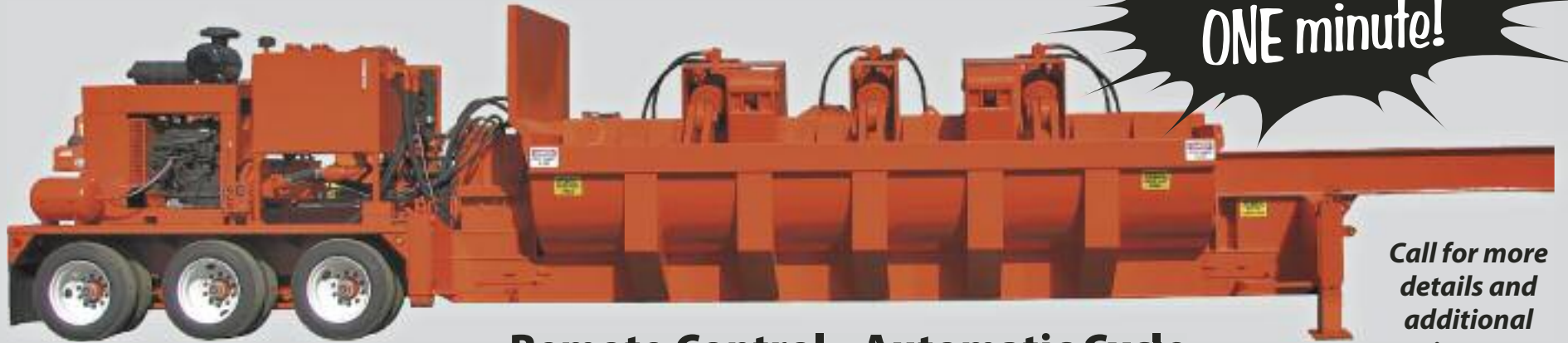
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Auto recycling industry sees unstable market

by MAURA KELLER

mkeller@americanrecycler.com

The automotive recycling industry is in a constant state of flux. Supply chain issues are affecting new car production, which in turn affects the used car parts industry, which in turn affects the recycling of automotive parts.

Troy Webber, chief executive officer of Chesterfield Auto Parts in Richmond, Virginia, said the biggest issue his company is facing right now is market volatility.

“It used to be that you could predict the market to some degree based on seasonal changes and annual market trends. That predictor has been gone for some years now,” Webber said. “The markets are being affected by global issues more than local and domestic factors like supply and demand.”

Political issues around the globe, worldwide shipping shortages and shifting policies in foreign governments are also making it more expensive to do business.

“When the price of scrap gets as high as it was earlier this year, we struggle to obtain cars. While we make more on the vehicles, the cost of goods increases as well,” Webber said. “This is because anyone with a tow truck can take vehicles directly to a scrap yard and make a lot of money.”

Chesterfield Auto Parts is a vehicle recycling business more than an auto parts business. The majority of the company’s revenue comes from recycling the cars, not selling their parts. The business makes money by moving vehicles through the process and generating scrap metal.

“The process is a well-oiled machine that needs vehicles to continue operating. If we don’t get new inventory, we can’t generate the scrap that we sell to buy more inventory,” Webber said. “We also operate at about a 60 to 90 day differential between when we buy the inventory and when we have realized all of its potential income. The vehicles we pay for today, may not generate a profit for three months. With the market as



The world of auto recycling has been experiencing a swift evolution with the advent of electric vehicle infiltration.

PHOTO BY MARCEL PONCU | DREAMSTIME

volatile as it has been, the price of a commodity could change a lot over the course of three months.”

The Converter Issue

One issue that continues to plague the automotive recycling industry is the continuing problem of catalytic converter theft. Unfortunately, catalytic converter theft affects auto recyclers because the catalytic converter is the most valuable commodity recyclers sell. In fact, sometimes the converter can be more valuable than the rest of all the scrap from the combined parts of the entire vehicle.

“As the price of converters increases, tow companies and individuals will remove the converter and sell it separately before they sell the car to an auto recycler,” Webber said. We must be extra vigilant not to buy a vehicle with the most valuable part

missing, the catalytic converter. It also affects the pricing for us in order to be competitive. For example, if we offer a customer \$500 for a junk car, and they know they can sell just the catalytic converter for that much, it is a hard sell.”

It also makes an auto recyclers’ operation a huge target for thieves. When new cars come in, the team at Chesterfield Auto Parts, for example, ensure they are very tightly packed into the holding lot to make it difficult to get under the cars.

“We also make sure that every single converter is taken off the cars before they are made available to the public,” Webber said. The converters also are stored in tamper resistant containers in an alarmed warehouse with internal and external cameras for security.

“The most effective way of protecting the catalytic converters is to sell them fast. We don’t hold onto large quantities, we keep them moving,” Webber said. This is why some automotive recyclers, including Chesterfield, do not buy converters from anyone because it is dangerous and prone to fraud.

Recycling of EV Components

The topic of electric vehicles is frequently bandied about these days within the automotive recycling arena. Electric vehicles are beginning to have a significant impact on the recycling industry.

According to Ryan Melsert, chief executive officer of American Battery Technology Company, consumer interest and purchasing in EVs has risen dramatically. “EV global sales were up

See INSTABILITY, Page B2

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NABC Recycled Ride Program joins others in donating vehicles to charitable organizations

Recently, two deserving Macon charitable organizations experienced a life-changing event – the presentation of two vehicles to help serve members of the community – thanks to the National Auto Body Council Recycled Rides® program along with car donor GEICO and Five Star Collision.

The National Auto Body Council Recycled Rides program gave back to

the Museum of Arts and Sciences received a 2015 Toyota Highlander to help share educational programming with Macon-area children. The Rescue Mission of Middle Georgia was presented a 2017 Ford Edge to help deliver service to area residents in need.

The presentation was held at the Five Star Collision Center in

Macon. Additional partners in the NABC Recycled Rides presentation included 1-800 Charity Cars. In 2022, GEICO has donated more than 50 vehicles to the NABC Recycled Rides program.

NABC Recycled Rides is a unique program in which businesses representing all facets of the collision repair industry team up to repair and

donate vehicles to individuals and families in need of reliable transportation. Since the inception of the NABC Recycled Rides program in 2007, members of the National Auto Body Council have donated nearly 3,000 vehicles valued at some \$42 million.

Instability

■Continued from Page B1

113 percent in 2021 compared to 2020 sales, and more than 52 percent of global car buyers are interested in purchasing an EV. The demand for EVs is continuing to trend up with global sales of electric cars rising strongly in 2022, with two million sold in the first quarter, up 75 percent from the same period in 2021,” Melsert said.

The sharp increase in demand for EV vehicles means an increased demand for EV batteries and the battery metals that go into them. This is creating opportunities to innovate and challenges for battery recyclers.

“The batteries in the vehicles are dangerous, so that poses multiple hazards for auto recyclers,” Webber said. “When these vehicles come in, we have no way of knowing the condition of the high-voltage battery, especially when the vehicle is wrecked. The battery must be removed before processing.”

What’s more, there is very little commonality among manufacturers of electric vehicles, so it is hard to train employees on how to remove them. They also are large, heavy and cumbersome to handle and they are still dangerous after they have been removed, and must be stored individually, in a separate climate and moisture controlled environment.

“The worst part of it is that there are very few options to dispose of them,” Webber said. “And they also pose a very unique fire risk. There is

only one way to extinguish a burning Li-ion battery and the extinguishers are hard to find and expensive. We have spent thousands of dollars on fire equipment, gloves, tools and facility improvements, just to be able to store the batteries. We have formed a special emergency response team that is trained on how to use the special extinguishers and how to fight the dangerous Li-ion fires.”

American Battery Technology Company chief executive officer Ryan Melsert and the team at ABTC designed an integrated battery recycling system based on a strategic de-manufacturing approach. Instead of utilizing brute force methods common today, where batteries are placed in high temperature furnaces (smelting), or in shredding or grinding systems, they’ve instead developed a “de-manufacturing” process to extract metals and recover materials from spent batteries.

“Our recycling process utilizes an automated deconstruction process combined with a targeted hydrometallurgical, non-smelting, process that deconstructs battery packs to modules, modules to cells, cells to subcell components, and then sorting and separating those subcell components in a strategic fashion,” Melsert said.

Equally important as recovering battery metals from spent batteries is ensuring that these recycled metals can perform as good as metals extracted from raw, primary resources.

As Melsert explained, performance validation of recycled lithium-ion battery metals is underway. One exam-

ple of a collaborative validation project is a project being funded by the United States Advanced Battery Consortium LLC (USABC), in collaboration with the U.S. Department of Energy (DOE), for the commercial demonstration of the American Battery Technology Company’s integrated lithium-ion battery recycling system and production of battery cathode grade metal products, the synthesis of high energy density active cathode material from these recycled battery metals by cathode producer and lithium-ion battery recycler BASF, and then the fabrication of large format automotive battery cells from these recycled materials and the testing of these cells against otherwise identical cells made from virgin sourced metals by cell technology developer C4V.

“The program’s focus is to demonstrate that battery grade metals can be manufactured from recycled materials at lower cost, lower environmental impact, and with higher domestic US sourced content than conventional virgin sourced metals,” Melsert said. “Commercially prevalent processes will then be used to synthesize high energy density active cathode material from these recycled metals, and then large format automotive battery cells will be manufactured from these recycled materials and tested to validate that these cells achieve the same performance metrics as otherwise identical cells manufactured from conventional virgin sourced metals.”

A Solid Future

Challenges aside, experts agree that the auto recycling industry is very strong. As Webber explains, automotive recycling is a major component of the economy, and they keep the wheels of industry turning.

“A large portion of new metal is made from recycled metal, which makes us vital to the circular manufacturing economy. In addition, the auto industry is about to start making up for lost sales during the pandemic by cranking out new inventory, which will put a lot more cars into the scrap stream for us to recycle,” Webber said. “So, demand for our products will stay high or increase and the supply of scrap cars will become more available. Metal prices may fall, which will decrease returns, but also lessens the cost of goods.”

With the demand for copper going through the roof, and availability of

new copper staying level, Webber expects the automotive recycling industry is going to see a shift in the next few years.

“More and more cars will have copper wire rich electric motors, and less and less cars will have engines with catalytic converters,” Webber said. “Cars will continue to change (just like they have for the past 75 years) but we will continue to change as well. In the 1970s when Chrysler came out with the 7 year, 70,000 mile warranty, everyone said, “That’s the end of junkyards.” Twenty years ago, when cars started running by OBD sensors and computers, everyone said, “That’s the end of junkyards,” but here we are! When my kids are in the business 20 years from now, I predict most of the cars will have high voltage batteries and the copper wire will be the most valuable commodity in the cars. I am excited to see what challenges they will face and how they will deal with it.”

Melsert also pointed out that there is strong support to grow the automotive recycling market as quickly as possible. In the U.S., the federal government is investing in the development of technologies that unlock our domestic sources of critical minerals.

“The Bipartisan Infrastructure Law has committed \$3 billion for battery minerals and refined materials manufacturing, and the Defense Production Act has been authorized to support the production and processing of minerals and materials used for large capacity batteries,” Melsert said.

That said, securing and maturing a sustainable, domestic battery metals supply chain is critical for fulfilling the potential that EVs can provide including consumer demands, economic viability, and environmental benefits.

“Less than one percent of the global manufacturing capacity of each of the primary battery metals (lithium, nickel, cobalt, and manganese) is currently within the U.S.,” Melsert said. “The largest EV battery manufacturers are located in Asia with more than 80 percent of all battery cell manufacturing occurring in China. With growing consumer demand combined with governmental support, private investments and environmental imperatives, we have the opportunity, the imperative, and the responsibility to work collectively to support this transition to a lower-carbon infrastructure.

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EPA fines Bay Area auto parts company \$1.1 million

The U.S. Environmental Protection Agency (EPA) has announced that Allied Exhaust Systems, Inc., doing business as Team Allied Distribution, has agreed to pay a \$1.1 million penalty under the Clean Air Act for illegally selling aftermarket emissions-control defeat devices to individuals throughout the U.S. Vehicles are a significant contributor to air pollution, and aftermarket defeat devices that disable emission controls lead to even higher levels of pollution. This settlement is part of EPA's National Compliance Initiative, which focuses on stopping the manufacture, sale, and installation of defeat devices on vehicles and engines.

Team Allied Distribution, based in Benicia, California sold more than 4,500 parts or components that bypass, defeat, or render inoperative motor vehicles' technology developed by the original equipment manufacturer to reduce emissions.

The practice of tampering with diesel and gasoline powered vehicles by installing defeat devices can enable large emissions of NOx and particulate matter, both of which contribute to serious health problems in the U.S. To address this, EPA has developed a National Compliance Initiative that focuses on stopping the manufacture, sale, and installation of defeat devices on vehicles and engines.

Ford issues recalls for potential under hood fire

Ford Motor Company is advising customers of certain 2021 Ford Expedition and Lincoln Navigator SUVs – built over a four month period between late 2020 and early 2021 – to park their vehicles outside and away from structures while Ford investigates the cause of under hood fires.

Responding to 16 reported incidents, Ford is recalling 39,013 Expedition and Navigator SUVs in the U.S. built between December 1, 2020 and April 30, 2021. These vehicles may pose a risk of under hood fire, including while the vehicle is parked and off. As of Ford's filing, there have been no reported incidents with vehicles built before or after these dates.

Ford, which began investigating the issue on March 24, 2022, has not yet established a cause. The incidents are believed to originate in the rear of the engine compartment near the passenger side of the vehicle.

Fourteen of these incidents occurred on vehicles owned by rental

companies (across multiple locations) and two were retail customer vehicles. Of the 16 incidents, 12 reportedly occurred while the vehicle was parked and off, one reportedly while the vehicle was parked and on, and three while the vehicle was in motion.

Ford is treating this recall with a high sense of urgency and will communicate to customers – via FordPass and Lincoln Way app and mail – as soon as it finalizes the list of owners and addresses within the recalled vehicle population.

Ford has not issued instructions to stop driving vehicles under this recall and is not aware of any accidents related to this issue. The company is aware of one reported injury.

"We are working around-the-clock to determine the root cause of this issue and subsequent remedy so that customers can continue to enjoy using their vehicles" said Jeffrey Marentic, general manager, Ford Passenger Vehicles.

Auto Innovators releases policy framework for EV battery recycling

The Alliance for Automotive Innovation (Auto Innovators) released its Lithium-Ion EV Battery Recycling Policy Framework, an industry-created plan to develop specific recycling and secondary use policies to reuse, repurpose and recycle components of electric vehicle batteries and ensure batteries do not become landfill waste when reaching the end of their useful life. Auto Innovators looks forward to working with policymakers and relevant stakeholders on the implementation of these critical proposals.

The auto industry is working toward a net-zero carbon transportation future and will invest \$515 billion in electrification by 2030. The accelerating shift to an all-electric vehicle future will result in a significant rise in demand for EV batteries, but many of the materials to build batteries are not currently produced domestically.

John Bozzella, president and chief executive officer of the Alliance for Automotive Innovation said, "The future of global transportation is electric. This transformation is well underway but requires a significant ramp up of EV battery manufacturing. How do we keep the flow of battery components moving and available – in a way that is not just sustainable but creates jobs and lessens our collective reliance on foreign minerals? That's the purpose of our new policy framework. Anticipat-

ing the coming challenges and supply chain demands, the auto industry came together with a policy framework under which manufacturers, suppliers and policymakers would reuse, repurpose and recycle EV batteries and put in place the conditions for a comprehensive approach to realize a net-zero carbon transportation future."

Reuse: Refurbishing battery modules or packs to as good or better quality and performance levels through the replacement of worn or deteriorated components and re-certifying them to OEM specifications.

Repurpose: Refurbishing EV battery components or packs to fulfill a different use from what was originally intended.

Recycle: Treating EV batteries to recover the maximum amount of raw materials for reuse in identical or alternative industries.

In 2021, EV sales were 4.4 percent of light-duty vehicle sales in the U.S. The U.S. does not have significant reserves of some EV battery materials and currently depends on imports from other nations for most raw materials. Battery recycling will help reduce that reliance on foreign sourced critical minerals. Vehicle manufacturers are already working with recyclers in the U.S. and North America to recycle manufacturing and service battery scrap.

EQUIPMENT SPOTLIGHT

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

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AUG	Tire Recycling
SEP	Attachments
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To be listed in the appropriate spotlight, please call 877-777-0043.

American Recycler News 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.

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EQUIPMENT SPOTLIGHT

Safety

by MARY M. THORNTON

maryt@americanrecycler.com

The Bureau of Labor Statistics reports that the waste recycling industry has a rate of approximately 45 fatalities per 100,000 full time equivalent workers, which is over 5 times the fatality rate for all industries. Those numbers have continued to trend upward since 2020. Establishing a safe work environment not only meets state and federal safety regulations, it is also the right thing to do, to protect employees. Company owners can help avoid safety incidents among staff by using a variety of tools. Some of those tools are covered in this article.

“We manufacture Buffalo Turbine Dust Control machines, as they are useful to a variety of industries in meeting air quality safety requirements. Not only will our products knock down dust to make a cleaner, safer environment for all who are in it, we make machines that last. Each machine includes a 10 year warranty, and performs in the toughest conditions,” Guy Gabbey, Jr., sales representative for Buffalo Turbine, said.

Buffalo Turbine Dust Control machines have been manufactured in the U.S. since 1945. Operating originally as an agriculture sprayer, the firm’s engineers added power and

longevity to the product over time, to reduce dust as a nuisance to employees and neighbors. Working closely with recycling plants, scrap yards, waste stations and demolition sites, Buffalo Turbine staff members help their clients with adhering to EPA and other governmental agency requirements. Dust control and abatement continues to grow as a concern, and Buffalo Turbine machines help mitigate the problems that are related that cover up to 40,000 sq.ft. of area, and per Gabbey, “are the most mobile units available in the industry. With an eight hour run time, our machines will cover a whole shift without constant attention. Regulations that control job-site environmental hazards are widening. Our machines help suppress dust, create a healthier, safer environment for employees and improve overall atmospheric quality.”

For over 20 years, Induction Innovations has been a family owned and operated manufacturer of high performance induction heaters. “Our products are American made, with genuine OEM parts. Our induction heating tools are designed to solve problems. They remove stuck or corroded parts and adhesives in a faster, safer, and more precise way than using an open flame torch,” explained founder and president, Tom Gough.

He developed the first Inductor® Series model in 2000, inspired as a 28 year veteran of the collision repair



Induction Innovations, Inc.

industry. During those years, he became familiar with the processes involved in vehicle and equipment repair. “Induction heating is the perfect solution for salvaging needs. The induction tools allow users to complete tasks such as glass removal safely but quickly in maintaining original parts so they retain their value and can be reused. Induction heating tool use is much safer than using a blower torch. The tool can also increase productivity because technicians can quickly remove windshields, quarter glass, and other vehicle windows without causing breakage. In the salvage industry, it is vital to perform repairs quickly while avoiding damage to recovered parts. Reclaiming parts from used vehicles requires quick removal processes to ensure profitability,” Gough said. He added, “Salvage yard owners can increase auto part recycling capacity by using our Inductor® Glass Blaster® product. This easy-to-use tool removes windshields from outside the vehicle in less than 15 minutes, back glass in 9 minutes and spray-in bedliners in just a few hours. The product facilitates glass removal but without interior trim removal, because the Glass Blaster releases urethane in hard-to-reach areas that other glass removal tools cannot access. The Glass Blaster attachment is hardwired into the power supply, which is securely fastened into a portal toolbox. The tool runs on a standard 120 volt 20 amp circuit and includes 2



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According to Randy Johnson, vice president of Industrial Netting, “Car-Go-Net® provides easy, inexpensive compliance with the Federal Motor Carrier Safety Administration’s (FMCSA) regulations for the securement of flattened or crushed cars.” Cargo Containment Regulation FMCSR §393.132 requires that vehicles used to transport flattened or crushed cars must be equipped to prevent loose parts from falling from all four sides of a vehicle, extending to the full height of the cargo.

“When that rule was first adopted, Industrial Netting worked closely with the Institute of Scrap Recycling Industries to create a safe and inexpensive solution. The result

See SAFETY, Page B6



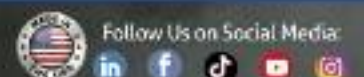
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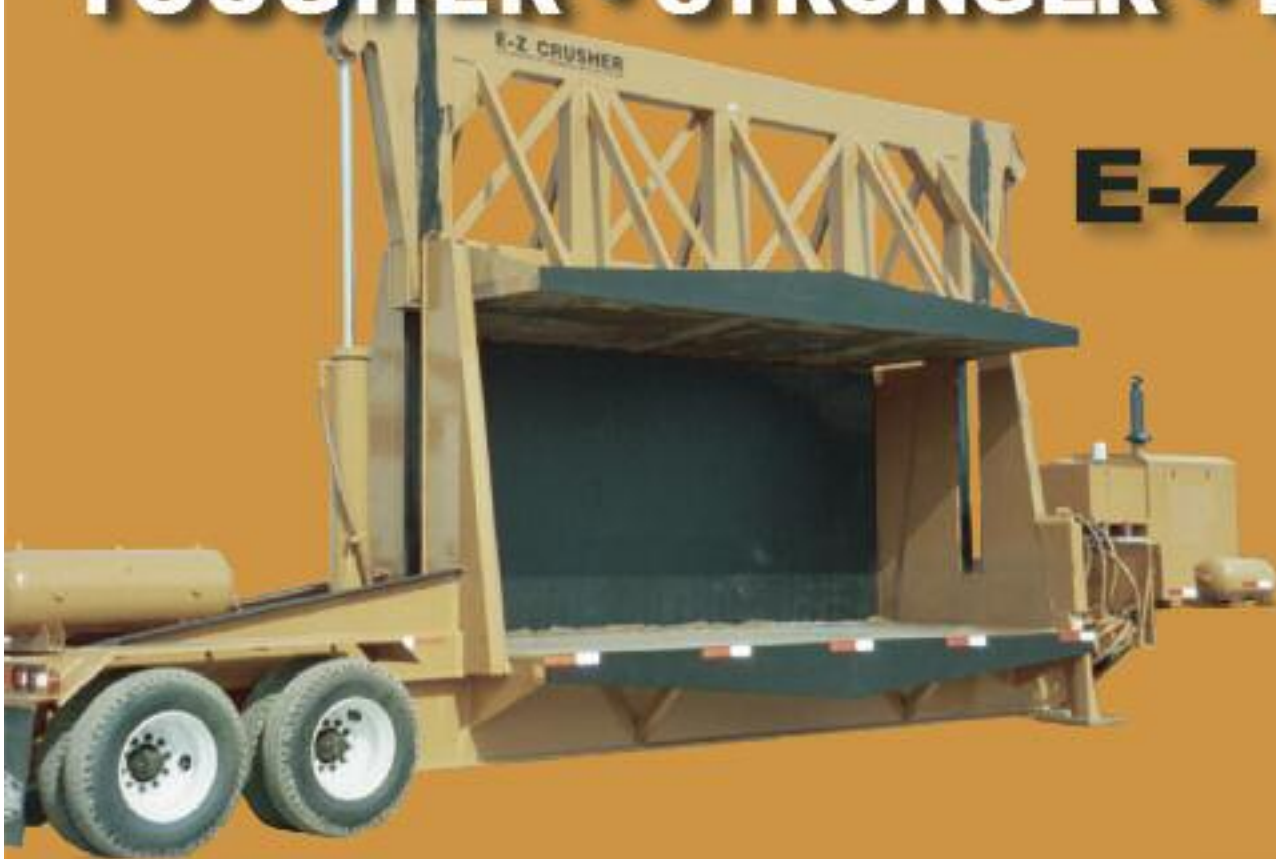
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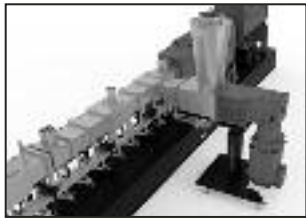


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Doosan Infracore North America is introducing three additional models of its next-generation -7 Series wheel loaders in the United States and Canada. These new 200 size class machines include many of the same features as the larger models and are now available at Doosan dealerships.

The three new models — the DL200-7, DL220-7 and DL250-7 — are smaller than the models launched last year. They have standard bucket capacities between 2.6 and 3.3 cubic yards. All three new models are available with a high-lift option for additional dump height and reach.

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Safety

Continued from Page B4



Industrial Netting, Inc.

was Car-Go-Net – an extruded plastic netting designed for one-time use. The bright orange color of the netting makes it easily visible to law enforcement so haulers are less likely to be stopped for noncompliance. Our product is lightweight but very strong and the uniform grid pattern of the net won't stretch or unravel if a strand is cut. In contrast, knitted hay bale-style netting will shred if pulled in a cross direction. The strength of our product allows haulers to wrap material just once to secure their load," Johnson stated.

Johnson reports that Car-Go-Net is the most widely used disposable tarp in the scrap recycling industry. In the past 5 years, more than 1,000 scrap processors, auto crushers, metal shredders, salvage yards, towing services and auto recyclers throughout North America, Australia and New Zealand have used Car-Go-Net to prevent loose parts from falling onto roadways during transit. A variety of roll sizes (from 4' to 17' wide and from 500' to 2,500' long) is available. Also, same or next day shipping is offered on most orders.

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