



# American Recycler

NewsVoice of Salvage, Waste and Recycling

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## FOCUS: Rubber

# Increased fuel costs impact waste & recycling businesses

### Embracing rubber modified products



#### WHAT'S INSIDE

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

- New Andritz pilot line started up. Page A4
- Steel imports up 0.2 percent. Page A10
- New recycling coalition forms to improve recovery of plastic packaging. Page A14
- Legislation proposed to incentivize tire retreading. Page B3



Standard refuse trucks usually only get three to four miles per gallon, pushing the transition to alternative fleets such as those including electric vehicles. Recology implemented electric vehicles to aid in achieving their organizational mission – to build exceptional resource ecosystems. PHOTO COURTESY OF RECOLOGY

by MAURA KELLER

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Just about everyone in the recycling and waste management business is burdened with some kind of fiscal challenge from soaring diesel prices to increased labor costs. In addition, the industry is saddled with pressures from environmentalists, government regulators and customers to change their products and processes to better accommodate these earth-sensitive times. As fuel prices continue to impact waste haulers' bottom line, a fresh focus on such things as alternative fueled vehicles, is a sign that environmental considerations are more than just 'green' business. They're good business.

As Graham Rihn, chief executive officer and founder of RoadRunner Recycling explained, gas and diesel prices are affecting the waste industry in a major way. Standard garbage trucks only get approximately three to four miles per gallon which means they are especially costly to run right now.

"Because of this, we're seeing a lot of related costs jumping, from landfill tipping fees to fuel and environmental fees to the annual price increase rates," Rihn said. The

effects land squarely on the shoulders of the customers who rely on the recycling and waste services.

"They're seeing the costs of services they rely on ballooning by anywhere from 5 to 20 percent in APIs on their service contracts," Rihn said.

RoadRunner has been building around this problem for a few years now. They are fortunate enough to have an enormous amount of data in waste and recycling by nature of what they do.

"We wanted to make sure we were arming our teams with tools, built from our data, to ultimately help customers cure increasing waste and recycling costs. In addition, our teams work directly with customers to make sure they are getting services when they need them, as often as they need them, and that the containers they are filling are the correct size for their business," Rihn said.

Directly relating to gas and diesel prices, RoadRunner also utilizes local trucking companies for clean stream recycling hauling. As Rihn explained, their network operates trucking assets that are far more efficient than the standard solid waste and recycling trucks.

"We use our proprietary technologies to create the most efficient routes for our haulers, saving even more on fuel efficiency. This, in tandem with our data and negotiations on the waste management end for our customers, can mitigate a lot of the cost and save them money over the long term," Rihn said.

Benjamin Dierker, director of public policy at the Alliance for Innovation and Infrastructure, an organization that studies public policy, infrastructure and innovation matters, said they study and observe the waste and recycling industries by waste or recycling – it is something they observe inside the context of broader transportation, infrastructure, energy and innovation policy. As such, Dierker said that in the same way that gasoline and diesel prices are affecting all industries, the high price at the pump is a strain on waste and recycling haulers and managers. Practically, the cost to operate the business is higher. Revenue is not necessarily increasing, so that strains the sustainability of the business model. That said, revenues may increase, as commodity prices rising tends to increase

the value of recycling and revenue for waste management.

"Routes tend to be as optimized as they can be already to save time and money, but to the extent they're not yet, managers may tighten these up," Dierker said. "Anecdotally, I've heard of skipping or rearranging pick up days, and even directly observed a truck skip a street altogether (but costs and fuel may not have been part of the calculus)."

#### Alternative Options

Ann Colvin, brand analyst with ConsumerGravity, which provides an in-depth analysis of the most popular brands, said that many companies are working to reduce their fuel consumption through a variety of means. One of the most common is to invest in more fuel-efficient vehicles. This can be expensive upfront, but it can lead to significant savings over time.

"Some companies are investing in alternative fuel sources, such as biofuels. Still, others are working on operational changes that can lead to reduced fuel consumption, such as changing routes or consolidating facilities," Colvin said. "Biofuels, such as biodiesel, is one option that is

See FUEL COSTS, Page A4

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## 'Recycling is a Work of Art' contest opens

Ecomaine will select as many as six winning entries to turn "silver bullet" recycling containers into something more colorful with a strong recycling message. The public has been invited to enter a design for a metal canvas measuring 22'6" by 6'10". Ecomaine encourages individuals, community groups, and schools to submit their designs centered around reduction, reuse, recycling and sustainability.

Ecomaine is accepting submissions until 5 p.m. August 23 for its Recycling is a Work of Art painting contest.

Winning designs will be selected by ecomaine's Outreach & Recycling Committee in September, to be painted in the fall. Painters will receive a \$500 stipend as well as reimbursement for up to \$500 in supplies. These containers will then be shipped around Maine and New Hampshire to collect community single-sort recycling.

"We couldn't be more thrilled to provide this canvas to local artists again this year" said Michelle Radley, ecomaine's acting communications manager. "Our focus with this initiative is to promote recycling and display how it encourages fun, educational, community building."

To be eligible, artists must live or work in one of ecomaine's member communities. To enter the contest, designs must be submitted on templates provided by ecomaine. All templates, rules, guidelines and timelines are available on ecomaine's website.

## Pennsylvania glass program shatters record

Approaching the midway point of 2022, Pennsylvania Resources Council (PRC) – recognized as a state and national leader in waste reduction and recycling – has shattered its glass recycling record by collecting 420 tons in the first six months of the year.

According to PRC executive director Darren Spielman, "Now in our fourth year of glass recycling, PRC is on pace in 2022 to collect four times the tonnage of its inaugural year in 2019."

PRC's current glass recycling efforts in western Pennsylvania include permanent sites, weeklong engagements of its Traveling Glass Recycling Bin and one-day bin appearances at its hard-to-recycle collection events.

"At the current pace, we're on track to collect more than 800 tons of glass bottles, jars and jugs this year," said Spielman. "We credit much of this success to the support of our partners Owens-Illinois, Inc, CAP Glass and Michael Brothers Hauling & Recycling. Behind the scenes, Michael Brothers has built an infrastructure to collect and transport glass that has made it possible to increase tonnage year after year."

# Survey shows that central Ohioans strongly support waste reduction and recycling

New research available from the Solid Waste Authority of Central Ohio (SWACO) shows Central Ohio residents support existing diversion goals, view recycling and composting as important in their community, and desire more opportunities to reduce their reliance on the county landfill.

In February 2022, SWACO, working with Columbus-based EMC Research, conducted a representative sample survey of 1,300 Franklin County residents inquiring about their attitudes and behaviors towards reducing waste and gathering opinions on local recycling efforts. Ninety-two percent of residents reported that they believe recycling reflects well on their community and that cities and governments should be promoting recycling and composting. Eighty-nine percent of residents support Central Ohio's efforts to reach 75 percent diversion by 2032 and an additional 82 percent believe that recycling and reducing waste can help reduce the impacts of climate change on their community.

Central Ohioans have a strong desire to be able to further reduce their reliance on the landfill. "Reducing waste, recycling, and using our resources more efficiently have become part of the fabric of our community and these results affirm that residents value their ability to act sustainably," said Kyle O'Keefe, director of innovation and programs for SWACO.

Furthermore, the majority of residents, 87 percent, find it to be convenient and easy to recycle, with 66 percent of households reporting that they make above average efforts to do so. However, when asked about barriers to recycling – 74 percent of residents reported confusion about keeping track of what items are accepted for recycling.

Franklin County's residential recycling program has changed over the last

couple of years, expanding to accept more materials and placing stronger emphasis on education about the correct way to recycle. To help improve recycling confidence, SWACO has been working with local communities to deploy the Recycle Right, Make A Difference campaign which has resulted in documented improvements in recycling behaviors.

When asked about the specific issue of food waste – the single largest source of material in the waste stream – 83 percent of Central Ohioans are concerned about the amount of food being wasted in the community and 78 percent support a curbside food waste collection program for composting.

In recent years, SWACO has launched a collaborative food waste initiative to help combat food waste throughout the region which has led to the development of new services and programs such as publicly available drop-offs for food scraps and the launching of the Save More Than Food campaign. SWACO is currently working with regional communities to explore the development of new composting infrastructure that would help to enhance food waste diversion efforts and enable curbside collection programs.

Residents also expressed a strong desire to see the private sector prioritize sustainability with 73 percent of residents reporting a greater likelihood to shop at businesses that use environmentally friendly products and recycle

or compost their waste, while 78 percent of residents stated they believe businesses should be required to offer recycling to customers and employees, and an additional 80 percent desire to see recycling or composting efforts started or improved in their place of work or school.

"Supporting the private sector to strengthen their waste reduction and diversion efforts remains one of the biggest opportunities for our region. More and more companies recognize that sustainability and reducing waste have to be a core part of their business, and we're here to help them," said O'Keefe. In the upcoming months SWACO will be launching new programs and funding to help businesses establish best practices for recycling and waste reduction.

Reaching the region's diversion goals is possible only through collaboration between residents, business owners and both the public and private sectors, so data collected through the public opinion poll is critical to better understanding the barriers and opportunities to move forward.

While, the Franklin County Sanitary Landfill, owned by SWACO, receives more than a million tons of material every year, 76 percent of those items have the potential to be diverted either through programs existing today or with the introduction of new infrastructure and programs for which SWACO is already advancing plans.



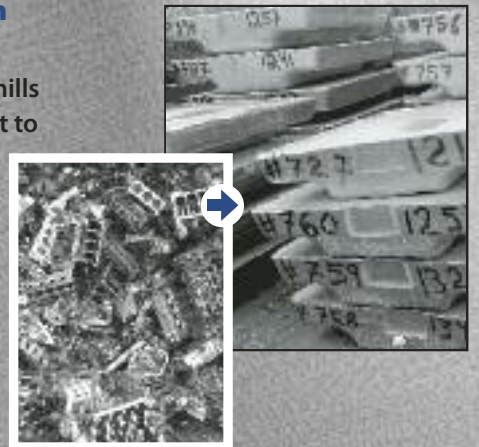
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# New Andritz pilot line started up

Lounais-Suomen Jätehuolto (LSJH) in Paimio, Finland, has successfully started up a new Andritz pilot line for research and development work on post-consumer textile recycling.

The Exel tearing machine for post-consumer textile waste can process up to 500 kg/h for spinning quality and up to 1 t/h for nonwoven fiber quality. The entire process is designed to ensure the

total absence of metallic material in the fibers and remove hard, non-textile items using cleaning devices, highly sensitive metal traps, and metal detectors.

LSJH is a municipal waste management company in Finland specialized in processing post-consumer household textiles into a variety of customized raw materials containing high-

quality fibers. As Finland will be the first country in the world to start post-consumer textile collection on a national scale in a few months' time, the LSJH Paimio recycling facility is the location where large amounts of textile waste will be fed to a sustainable and responsible circulatory solution.

## Fuel costs

■Continued from Page 1

being explored by many companies. These fuels can often be produced from recycled materials, such as used cooking oil."

There has been a big push and many major solid waste companies have large goals of converting their fleets to CNG fuel in the future. Rihn believes this is a really positive step forward for the industry, but one they see as an incremental innovation as opposed to transformative. Compressed natural gas (CNG) is a readily available alternative to gasoline that's made by compressing natural gas to less than one percent of its volume at standard atmospheric pressure. Consisting mostly of methane, CNG is odorless, colorless and tasteless. It's drawn from domestically drilled natural gas wells or in conjunction with crude oil production.

Not surprisingly, as gasoline prices continue to rise, U.S. companies are showing an increased interest in CNG. As CNG costs about 50 percent less than gasoline or diesel, emits up to 90 percent fewer emissions than gasoline, and is plentiful right here in America. These facts, and others, are causing recycling and waste haulers to sit up and take notice of a potential new revenue stream that may make a significant mark on the industry.

In addition, Rihn pointed to the introduction of electric trucking assets – one RoadRunner Recycling is following very closely.

"We believe these assets are already market-ready and we've actually even started a pilot with an electric trucking asset," Rihn said. "Industry companies are pursuing alternative fuel and electric options because any step towards producing less carbon emissions in 2022 is a step to take and build upon. All major industries are under carbon transformation which is primarily causing all of the interest around more efficient fleets. With every new technology and solution that enters an industry, it will take some navigation to take things to scale."

Dierker added that while it still fluctuates, the price of electricity is relatively stable. That means that companies can insulate themselves from fuel price surges that may impact their bottom line.

"If they have the capital or credit to invest in new electric vehicles, this can be a good trade off. For the most part, waste and recycling trucks can be parked overnight to recharge fully and only operate during the day," Dierker said. "However, if a day's route requires more charge, then the company would need additional vehicles – an obvious downside from simply refilling a tank quickly and heading back out."

### Long-term Implications

The rising gas and diesel prices will undoubtedly have long term implications in the waste industry and fluctuating fuel prices will be a significant factor in the waste and recycling industry until the reliance on diesel fuel lessens.

In the long term, Dierker anticipates that more municipal waste and recycling operations will move to electric vehicles as public will shifts to favoring lower emission vehicles. Private operations will follow when it is more economical to do so.

"Research indicates that some medium and heavy duty vehicles are becoming more economically efficient, with total cost of ownership even being more favorable for electric relative to gasoline or diesel," Dierker said.

The short term impact is largely unavoidable as virtually all waste management fleets are still powered by diesel with support vehicles generally running on gasoline. These are subject to the same price at the pump as everyone.

"Electric fleets are on the horizon, but remain years away, represent a significant investment, and will still rely on long charge times, questionable sections of the electricity grid, and energy costs from the electric utility," Dierker said. In the short term, mitigating fuel costs by optimizing routes is the best cost-saving option.

Rihn predicts that the industry's future will consist of solid waste companies implementing incremental innovations through the conversion to CNG fleets and ultimately building towards electric fleets.

"This will take place over the next several decades as companies realize this saves money, meets sustainability goals and positively impacts customers," he said. "How quickly this happens will be predicated on how important companies feel it is for them to reduce emissions throughout the industry. The industry is certainly in flux with a lot of eyes on not only the price of fuels but the potential overuse of them. We're seeing a lot of the industry turning toward potential alternatives, which might be the push needed to get the waste industry into the next phase of sustainability. However, large problems still exist – landfills overflowing, prices skyrocketing and recycling services dwindling. We're working toward a greener future one clean-stream customer at a time."



### September

9/21-9/24

**Automotive Recyclers Association Annual Convention.** The Dolphin Hotel. Orlando, Florida. [www.a-r-a.org](http://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](http://www.waste-recycling-expo-canada.us.messefrankfurt.com) 416-510-5235

### October

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**2022 Annual Missouri Recycling Association Conference.** Stoney Creek Inn. Independence, Missouri. [www.moraconference.org](http://www.moraconference.org) 573-491-4255

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# Recology's sustainability update shows success in recovering resources

Highlights include 1.3 million tons diverted from landfill, continued renewable energy push, 25 years of curbside composting

Recology released its 2022 Sustainability Update, which showcases the company's commitments to promote sustainable and resilient communities and advance its vision of a world without waste.

The recycling and composting activities of Recology and its partners avoided 1.6 million metric tons of greenhouse gas equivalents in 2021, which is 9 times more than the emissions generated from the company's own operations.

In partnership with industry peers, Recology collected and processed more than 1.3 million tons of recyclable and compostable materials, including more than 735,000 tons of organic materials.

"All of that is material that's been diverted from the landfill," said Recology chief executive officer Sal Coniglio. "By recovering recyclable materials and turning food scraps and yard trimmings into rich compost for farms, we're helping this material achieve its highest and best use."

Other 2021 activities and achievements highlighted in the report include: celebrating 25 years of commercial-scale composting, which Recology pioneered; maintaining commitments to maximize resource recovery and address climate change

through the expanded use of renewable fuels, carbon-free electricity, and more; and fostering a more equitable, inclusive, and transparent workplace.

After a quarter century of pioneering commercial scale composting, Recology continues to expand its organics processing services. In California, the company is helping communities meet the organic waste recovery targets and other requirements of SB 1383, the statewide law requiring all municipalities to reduce landfilling of compostable materials by 75 percent by 2025.

The report also acknowledges a significant milestone for the company – powering nearly 83 percent of its fleet with renewable or alternative fuels in 2021, an improvement from 80 percent in 2020. This achievement is owed to a company-wide transition to more sustainable fuels, including renewable diesel (R99) and renewable natural gas (RNG). The company also continues to explore the emerging electrification market for heavy-duty vehicles and currently has four all-electric collection vehicles in operation.

**Other highlights from the report:**

- 82 percent of facility electricity came from renewable or carbon-free sources.

- The shift toward renewable fuels has resulted in a 43 percent decrease in diesel use and a 20 percent reduction in fleet-based emissions since 2019.

- 41,500 MWh of renewable energy was produced by landfill gas conversion engines – enough to power 3,800 homes for a year.

- 65 percent of employee-owners identify with an ethnic minority.

- 75 percent of promotions were given to employee-owners who identify as women and/or members of an ethnic minority group.

"2021 was a year of transformation and revitalization for Recology," said Coniglio. "As our communities began to recover from the impacts of 2020, Recology embraced the opportunity to strengthen the foundations of our culture and our operations. We welcomed new executive and board leaders, bringing fresh perspectives, a renewed focus on company direction, and reinforced commitments to employee ownership and operational excellence. We bolstered our governance and enterprise risk management protocols, and continued to prioritize health, wellness and safety throughout our operations."

## SWANA applauds hearing held on recycling bills

The Solid Waste Association of North America (SWANA) commends the U.S. House Subcommittee on Environment and Climate Change for holding a hearing to consider several bills to repair and improve our nation's recycling system. A letter urging action on the "Recycling Infrastructure and Accessibility Act of 2022" (H.R. 8183) was sent to subcommittee chairman Paul Tonko (D-NY) and ranking member David McKinley (R-WV). SWANA supports this legislation, which would establish a pilot rural recycling program at the US Environmental Protection Agency (EPA).

"Ensuring equitable access to recycling across the United States is one of the major challenges we face to create a more resilient circular economy," said Jesse Maxwell, SWANA's advocacy and safety senior manager. "We urge the Energy and Commerce Committee to approve this bill and for it to be passed by the House of Representatives."

The "Recycling Infrastructure and Accessibility Act of 2022" was introduced in the House by Representatives David McKinley (R-WV) and Mikie Sherrill (D-NJ). Companion legislation in the U.S. Senate has already been approved by the Senate Committee on Environment and Public Works.

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# METALS

## bp and thyssenkrupp Steel advance decarbonization of steel production

bp and thyssenkrupp Steel have signed a memorandum of understanding (MoU) focused on the development of long term supply of low carbon hydrogen and renewable power in steel production, helping accelerate the steel industry's wider energy transition.

thyssenkrupp Steel accounts for 2.5 percent of CO2 emissions in Germany, mainly at the Duisburg site where the main emitters, the blast furnaces, are operated. By replacing the coal-fired blast furnaces with direct reduction plants where iron ore is reduced with low-carbon hydrogen, thyssenkrupp Steel intends to make steel production climate-neutral in the long term.

The companies will explore supply options for both blue and green hydrogen, as well as power from wind and solar generation through the use of power purchase agreements.

"As part of our strategy to provide a range of decarbonization solutions to corporates, bp is already investing in and working to develop a portfolio of industrial-scale hydrogen projects in Germany, the Netherlands, Spain, the UK and Australia. With our aligned ambitions and complementary invest-

ments, thyssenkrupp Steel and bp can together help this hard-to-abate sector decarbonize faster."

Steel accounts for 8 to 11 percent of global CO2 emissions. It is essential for the automotive and construction industries and for the manufacturing of industrial machinery. It also forms the foundation for a string of decarbonization technologies, including wind turbines, generators and smart power grids.

The companies also intend to jointly advocate for policies that will support the development of low carbon hydrogen and the growth of green steel in Europe.

thyssenkrupp Steel currently produces 11 million tonnes of crude steel per year and is targeting the production of 400,000 tonnes of CO2-reduced steel by 2025.

bp is working to pursue green hydrogen production at its refineries in Lingen in Germany, Rotterdam in the Netherlands, and Castellón in Spain. It is developing both blue and green hydrogen production projects around the world, including in the UK and Australia.

*Two friends were walking down the street thinking of something to do. One friend turned to the other and said, "Let's go get a drink, there's this new place that does THE best punch you'll ever drink."*

*So they made their way to the bar and*

*walked straight up to the bartender. "We'd like two glasses of your best punch."*

*The bartender replied, "You have to get in line like everybody else!"*

*The friends turned and looked around but there's no punch line...*

Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$381.00	398.00	402.00	475.00	515.00
#1 Bundles	per gross ton	376.00	394.00	400.00	465.00	498.00
Plate and Structural	per gross ton	350.00	406.00	402.00	470.00	495.00
#1 & 2 Mixed Steel	per gross ton	345.00	401.00	397.00	424.00	431.00
Crushed Auto Bodies	per gross ton	213.00	195.00	250.00	240.00	259.00
Steel Turnings	per gross ton	198.00	200.00	239.00	235.00	269.00
#1 Copper	per pound	3.64	3.66	3.64	3.59	3.24
#2 Copper	per pound	3.31	3.35	3.85	3.24	3.00
Aluminum Cans	per pound	.83	.84	.95	.92	.97
Auto Radiators	per pound	1.86	1.82	2.19	1.98	1.99
Aluminum Core Radiators	per pound	.80	.70	.73	.75	.79
Heater Cores	per pound	1.51	1.54	1.58	1.76	1.75
Stainless Steel	per pound	.89	.90	.96	.94	.90

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

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## Steel imports up 0.2 percent

U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS						
BY COUNTRY OF ORIGIN (Thousands of Net Tons)						
*Preliminary	MAY 2022*	APR 2022	YTD 2022	Prev 12 mths to APR 2022	Prev 12 mths to APR 2021	% Change 2022 Prev 12 mths vs. 2021
CANADA	631	611	2,943	6,989	5,899	18.5%
MEXICO	482	393	2,433	5,514	3,390	62.6%
BRAZIL	128	241	1,355	3,485	3,697	-5.8%
SOUTH KOREA	233	250	1,181	2,872	2,134	34.6%
RUSSIA	20	58	342	1,429	575	148.6%
GERMANY	122	113	458	1,324	932	42.0%
VIETNAM	56	121	558	1,303	367	254.6%
TURKEY	155	91	489	1,178	595	98.0%
JAPAN	103	99	491	1,171	838	39.7%
TAIWAN	93	106	485	1,100	575	91.2%
INDIA	91	50	329	667	172	287.8%
NETHERLANDS	61	47	213	629	476	32.0%
ALGERIA	63	48	319	584	98	493.7%
CHINA	34	71	265	579	399	45.1%
ROMANIA	28	54	209	433	164	164.7%
All Others	435	379	1,881	4,378	2,490	75.8%
<b>TOTAL</b>	<b>2,736</b>	<b>2,730</b>	<b>13,950</b>	<b>33,634</b>	<b>22,803</b>	<b>47.5%</b>

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,736,000 net tons (NT) of steel in May 2022, including 2,334,000 NT of finished steel (up 0.2 percent and 3.1 percent, respectively, vs. April 2022). Total and finished steel imports are up 18.4 percent and 40.8 percent, respectively, year-to-date vs. 2021. Over the 12-month period June 2021 to May 2022, total and finished steel imports are up 47.5 percent and 55.0 percent, respectively, vs. the prior 12-month period. Finished steel import market share was an estimated 25 percent in May and is estimated at 24 percent over the first five months of 2022.

Key steel products with a significant import increase in May compared to April are reinforcing bars (up 120 percent), standard pipe (up 46 percent), mechanical tubing (up 23 percent), hot rolled bars (up 20 percent) and hot

rolled sheets (up 11 percent). Products with a significant increase in imports over the 12-month period June 2021 to May 2022 compared to the previous 12-month period include oil country goods (up 135 percent), wire rods (up 120 percent), cold rolled sheets (up 79 percent), plates in coils (up 74 percent) and hot rolled sheets (up 68 percent).

In May, the largest suppliers were Canada (632,000 NT, up 3 percent vs. April), Mexico (482,000 NT, up 23 percent), South Korea (233,000 NT, down 7 percent), Turkey (155,000 NT, up 70 percent) and Brazil (128,000 NT, down 47 percent). Over the 12-month period June 2021 to May 2022, the largest suppliers were Canada (6,989,000 NT, up 19 percent vs. compared to the previous 12-months), Mexico (5,514,000 NT, up 63 percent), Brazil (3,485,000 NT, down 6 percent), South Korea (2,782,000 NT, up 35 percent) and Russia (1,429,000 NT, up 149 percent).

## Crude steel production drops

World crude steel production for the 64 countries reporting to the World Steel Association was 169.5 million tonnes (Mt) in May 2022, a 3.5 percent decrease compared to May 2021.

Africa produced 1.1 Mt in May 2022, down 18.9 percent on May 2021. Asia and Oceania produced 126.8 Mt, down 1.7 percent. The EU (27) produced 12.9 Mt, down 6.8 percent. Europe (other) produced 4.1 Mt, down 1.7 percent. The Middle East produced 3.5 Mt, down 10.0 percent. North America produced 9.9 Mt, down 4.0 percent. Russia & other CIS + Ukraine produced 7.4 Mt, down 19.1 percent. South America produced 3.8 Mt, down 2.8 percent.

Sixty-four countries accounted for approximately 98 percent of total world crude steel production in 2021. The regions and countries covered are:

- Africa: Egypt, Libya, South Africa
- Asia and Oceania: Australia, China, India, Japan, New Zealand, Pakistan, South Korea, Taiwan, Vietnam
- European Union (27)
- Europe, Other: Bosnia-Herzegovina, Macedonia, Norway, Serbia, Turkey, United Kingdom
- Middle East: Iran, Qatar, Saudi Arabia, United Arab Emirates
- North America: Canada, Cuba, El Salvador, Guatemala, Mexico, United States
- Russia & other CIS + Ukraine: Belarus, Kazakhstan, Moldova, Russia, Ukraine, Uzbekistan
- South America: Argentina, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela

For a list of the Top 10 steel-producing countries, view this article on [www.AmericanRecycler.com](http://www.AmericanRecycler.com).



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# AUTOMOTIVE

## Ford Pro assists companies moving to electric fleets

Uncharted territory means dealing with unknowns, as commercial customers are learning to move their fleets toward electric vehicles. Ford Pro™ is helping manage the anxieties this kind of uncertainty brings by helping to make the transition to an electric future easy, bundling vehicles with charging

solutions and telematics software to offer a one-stop shop for businesses to accelerate productivity.

A Ford Pro survey of U.S. fleet purchasing decision makers reveals nearly three-quarters of these commercial customers from small businesses to large fleets feel pressure to adopt elec-

tric vehicles, while more than 60 percent considering electric vehicles planning to adopt the technology within two years. Today, the list of forward-thinking companies adding the benefits of Ford Pro grows again with the announcement of two new collaborations.

Wilbur-Ellis, a global distribution leader in sustainable agriculture products and consulting, and Pacific Gas and Electric Company, California's leading electricity provider serving northern and central California, are announcing plans to add Ford electric trucks and vans, Ford Pro Charging solutions, charging software and Ford Pro E-Telematics to their fleets.

"At Ford Pro, we're aligning our business model to support customers who want to create a positive impact on people and the planet," said Ted Cannis, Ford Pro chief executive officer. "We know the transition to electric vehicles can come with uncertainties. That's why we're focused on working with pioneers like Wilbur-Ellis and PG&E, helping them quickly realize the benefits of combining electric vehicles with charging solutions and data insights to help achieve their sustainability goals, improve how energy is managed, accelerate their productivity and improve bottom lines."

Wilbur-Ellis plans to add F-150® Lightning™ Pro trucks, Ford Pro Charging solutions, charging software and in-vehicle telematics into its fleet in Sonoma County and the Salinas Valley of California. As part of the strategy to meet its stringent new sustainability goals, the company will integrate 10 electric trucks initially, while learning to optimize energy solutions alongside Dutton Ranch, a long-time Wilbur-Ellis customer that is already testing Ford Pro vehicles, charging and software in real-world farming conditions as part of a pilot program with the Sonoma County Winegrowers.

"We're very excited to be early adopters of the new Ford F-150 Lightning Pro trucks and to deploy them in a commercial agricultural setting," said John Buckley, Wilbur-Ellis president and chief executive officer. "This collaboration is a win for everyone. Our customers will benefit from the information we gather about the impact these vehicles could have in their operations."

The Ford Pro survey also revealed more than 50 percent of commercial customers see infrastructure setup as a top concern in transitioning to electric. Ford Pro Charging is a critical part of the solution, helping businesses large and small potentially reduce operating costs by optimizing the best time to charge vehicles, in addition to offering consulting services to help businesses plan, install and maintain charging services based upon their unique needs.

PG&E is continuing its ongoing electric vehicle collaboration with Ford, announced in March, now with Ford Pro, to add charging hardware and software solutions to select F-150 Lightning Pro trucks into its California fleet. The company will begin testing energy management improvements using Ford's vehicle-to-grid technology. As part of the initiative, PG&E will assimilate the electric vehicles into its fleet operations alongside Ford Pro charging stations and explore leveraging the F-150 Lightning Pro batteries to shave peak energy usage at one of its depot locations.

Ford Pro is also helping government agencies and businesses of all sizes do their part to address the urgency of climate change and help accelerate progress toward a sustainable future by showing them the clear advantages of an electric ecosystem. Ford Pro recently launched relationships with industry leaders on sustainability such as United Rentals, Penske Truck Leasing and Sunbelt Rentals®.

# SALVAGING Millions

by Ron Sturgeon  
Autosalvageconsultant.com

## Your car buying process may be broken – Improve it now to continue competing

Let's face it, your single biggest expense is cars. Your second largest expense is labor. It's important that you have all your people on pay for performance so that you can get more performance with fewer people, and we've discussed this point in prior recent articles. I know it's hard to implement, but it's imperative in today's times.

I know for years you have bought cars and you bought them the same way you've always bought them. You have an idea about what you need, and you know about what you can pay, but you see people at auction paying what you think is crazy money for cars.

Now, ask yourself how is it that they can be there week after week, month after month, year after year, paying what seems like, excessive prices for cars. It's obvious that they're still in business, and, in most cases, probably doing OK. It's counterintuitive that they can pay so much more than you, yet still be in business for years.

It's important to note that they have probably spent a lot more time trying to figure out what they can buy and how much they can pay for it than you have. I know you think you do the same thing, but you probably don't. It's important that you look at every car closely and discern which parts are salable and which parts are not. Without doing that work, how can you know how much you can afford to pay for the car, based on what those parts cost?

I know. I know. It's a lot of work, and it's a little bit too detailed, but it's what it takes to compete in today's market. That person that you think is paying too much for their cars is in fact targeting the specific cars that they need, and you've noticed that because, in most cases, they're buying cars that you don't think you can afford.

The reason you can't afford it is because you have three of the engines in stock and they have none. You have three because you're probably asking too much for them, so when you buy the new car, you think the engine is worth nothing. You have three in stock, why would you want another one? But just think if you didn't have any in stock you could pay hundreds more for that car because you need the engine.

In a prior article, I discussed how you could pay more for your cars, sell your parts for less and keep everybody wondering what you were doing. It is very possible and the best-performing yards with the best buyers are doing it every day. They're paying more for their cars and selling their parts for less. I know it sounds counterintuitive, but when you get your pricing right and your merchandise moves at the proper speed, you really can pay more for your cars.

We call it days-to-break-even in our world. That means the days it takes for you to recoup your cost. So, if you pay \$2,000 for a car, how many days does it take you to get \$2,000 worth of parts sales off that car? Anything below 100 days is pretty good. If it's taking you more than 100 days to recoup, it's probably not so good. Buyers often don't give enough attention to the prices they pay for their cars and/or take 200 days to get their money back. You can learn a lot about your buyers and their buys and methods by studying the cars that do best and those that do the worst.

It's important in today's brutal environment that you have the right pricing, that you pay attention to what you're buying and calculate all, correctly.

**Remember, only you can make BUSINESS GREAT!**

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



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## PLASTICS

# New recycling coalition forms to improve recovery of plastic packaging

The Recycling Partnership launched its PET Recycling Coalition, an initiative informed by industry knowledge and expertise to improve PET (plastic #1) circularity. Its work will focus on addressing four key opportunities to increase recycling of this valuable material:

- Increasing the capture of bottles
- Broadening the acceptance of PET trays, cups and clamshells in community recycling collection programs
- Unlocking new supplies of recycled PET for packaging manufacturers
- Strengthening recycling systems for pigmented and opaque PET

PET plastic is in high demand for use in textiles such as clothing and carpet (where it is known as polyester) and it's the most common type of plastic utilized in liquid bottles and food packaging. While eliminating unnecessary usage is important, increased PET recycling is another critical step in advancing circularity. Most Americans with recycling access are able to recycle PET bottles; however, just 54 percent can recycle other types of PET packaging like plastic egg cartons and fruit containers. Furthermore, the recycling rate for PET bottles was only 26.6 percent in 2021. While most PET never makes it into the recycling bin due to insufficient access and participation, as much as 17 percent of

bottles that are recovered are lost at materials recovery facilities due to sortation challenges. By supporting solutions identified by the PET Recycling Coalition, there is a great opportunity to increase recovery and reduce plastic waste and help make progress toward packaging circularity goals.

The PET Recycling Coalition will make grants to recycling facilities for sorting equipment and related capital needs. These upgrades will improve PET bottle capture, deliver more rPET for use back into bottles and thermoforms, increase the acceptance of non-bottle rigid items and strengthen recycling opportunities for pigmented and opaque PET. Through grants, technical assistance, and knowledge sharing, the Coalition envisions a thriving PET recycling system that captures significantly more material, enabling more circular PET packaging with increased amounts of recycled content.

The PET Recycling Coalition is part of The Recycling Partnership's Pathway to Circularity Initiative and aims to advance the circularity of all packaging. The Coalition is supported by and open to members representing all segments of the material's value chain, including founding steering committee members Eastman, Indorama Ventures, Procter & Gamble, and the Walmart Foundation.

## BUSINESS BRIEFS

### Hillenbrand to acquire Herbold Meckesheim

■ Hillenbrand, Inc. has entered into a definitive agreement to acquire Herbold Meckesheim GmbH (Herbold) for an enterprise value of approximately \$81 million. The transaction is expected to close during the fiscal fourth quarter of 2022, subject to regulatory approval and customary closing conditions.

Based in Meckesheim, Germany, Herbold is a leader in recycling systems, specializing in key process steps such as washing, separating, drying, shredding, and pulverizing.

At the completion of this transaction, Herbold will join the Coperion and Rotex brands as part of Hillenbrand's Advanced Process Solutions (APS) segment. The APS segment is focused on highly engineered industrial processing solutions and aftermarket parts and services for a variety of end markets and applications.

Hillenbrand expects to use cash on hand and cash available under its revolving credit facility to fund this acquisition.

### GRYB International acquires two companies

■ GRYB International acquired Rad Technologies and Dalkotech. The acquisition comes as the result of aligning company cultures, an employee-first methodology and creating an inter-company synergy.

The newly acquired companies will expand and enhance the already extensive GRYB portfolio in unique ways. Both Rad Technologies, and Dalkotech bring decades of experience in lean manufacturing, along with a long history of developing products specifically for the OEM market, specializing in light implements for the snow and agricultural segments.

The GRYB organization has seen tremendous growth since its inception in 2007. The firm has grown from small, humble beginnings to now, with over 500,000 sq.ft. of manufacturing space, 8 factories, nearly 1,000 employees and a fleet of fully automated welding equipment.

The latest acquisition comes weeks after the announcement of Eco-Trak Industries joining the GRYB Group of companies. Eco-Trak specializes in designing and manufacturing technology systems, aimed at improving efficiency and job site safety, with advanced 2D digging systems, reach limiting systems, and wheel loader scales.

GRYB International is a group of manufacturing companies that develop, design, and manufacture products for a wide range of industries.

### First Hydrogen names new CCO of automotive division

■ First Hydrogen Corp. announced its subsidiary, First Hydrogen Limited, has appointed Allan Rushforth as chief commercial officer for its automotive division.

Rushforth was the former vice president of global sales and performance at Nissan and chief operating officer at Hyundai Motor Europe, group services director at Volkswagen Group UK and head of retail operations at Audi UK. Rushforth has also held commercial leadership roles with Land Rover and BMW Korea, and was managing director at Lookers, Europe's fourth-largest automotive retailer.

Rushforth's most recent role was European managing director for the Marque Group, an Australian private equity-backed collective of auto technology businesses, where he was responsible for leading the group in European markets. Alongside this role, he also supported the online electric vehicle marketplace, zeVie Cars, as non-executive director.

At First Hydrogen, Rushforth will bring the company's cutting-edge hydrogen fleet vehicles to market and steer them to commercial success. An expert in harnessing data-led insights to improve customer experience, he will build brand value, partnerships and, when First Hydrogen's demonstrator vehicles launch later this year, foster customer relationships. Responsible for scaling up First Hydrogen's operations in Europe, he will also help to establish a world-class team that reflects the business' entrepreneurial and progressive spirit.

### Neste appoints Cooper president of Neste U.S.

■ Chris Cooper has been appointed President of Neste U.S. In his role, he is responsible for supporting and aligning regional business strategies to deliver the strategic growth targets, and he acts as Neste's primary representative for the external community in the U.S. At the moment, Cooper is holding the position of vice president Americas of Neste Renewable Aviation.

Neste's regional headquarters in North America is in Houston, Texas, and the company employs more than 500 people across the US. Neste's renewable waste and residue sourcing platform in the U.S. includes fully owned Mahoney Environmental, a leading collector and recycler of used cooking oil and Agri Trading, one of the largest independent renewable waste and residue fat and oil traders in the U.S.

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## BRIEFS

### AISI names new vice president of auto program

■ The American Iron and Steel Institute (AISI) announced that Christopher Kristock has been named vice president of the automotive program for AISI. Kristock succeeds John Catterall, who retired, and who has led AISI's automotive program since 2020, and previously led the Auto/Steel Partnership, a partnership of automotive companies, manufacturers, steel producers and tier suppliers.

As the leader of the automotive program for the American steel industry, Kristock will focus on maintaining steel's role as the automotive material of choice. Kristock will be responsible for leadership of AISI's Automotive Applications Council, a group of AISI member steel producers focused on automotive innovation, education and technology transfer activities.

Kristock's career has spanned roles as a scientist, manufacturing engineer and quality assurance leader. Since 2014 he has held several positions of responsibility at an automotive metal processor, including vice president of quality and technology. Previously, he served as vice president quality and product development at Severstal North America and was co-chairman of their international global technology system. His lifetime career experience also includes quality assurance, product development, advanced engineering, technical service, process engineering, metallurgy, steelmaking and casting in both basic oxygen furnace and electric arc furnace operations.

### Sharps Compliance Corp. enters merger agreement

■ Sharps Compliance Corp., a national provider of waste management solutions, including medical, pharmaceutical and hazardous waste, has entered into a definitive merger agreement to be acquired by an affiliate of Aurora Capital Partners, a middle-market private equity firm.

Under the terms of the merger agreement, Aurora will commence an all-cash tender offer to acquire all of the issued and outstanding shares of Sharps for \$8.75 per share, which represents a premium of approximately 207 percent over Sharps' closing share price on July 11, 2022. The transaction has been unanimously approved by the Board of directors of Sharps.

Following the successful completion of the tender offer, Aurora will acquire all remaining shares not tendered in the tender offer through a second-step merger at the same price.

In connection with the entry into the merger agreement, certain directors and executive officers of Sharps have entered into tender and support agreements with Aurora pursuant to which they have, among other things, agreed to tender in the offer all of their shares.

The transaction is subject to clearance under the Hart-Scott-Rodino Antitrust Improvements Act of 1976, and other customary closing conditions.



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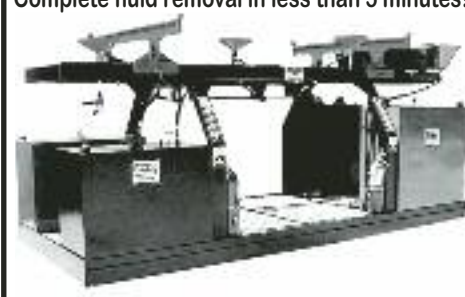
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## Embracing rubber modified products

by MAURA KELLER

[mkeller@americanrecycler.com](mailto:mkeller@americanrecycler.com)

As a roofing business owner in Denver, Colorado, Kyle Shirley understands and embraces the innovative roofing products that can be found through the commercial and residential new construction and roof replacement industry. One such innovation making inroads in the roofing industry is the use of rubber modified roofing products derived from recycled tires. But the roofing industry is not alone – industries from recreation to road construction have turned to rubber modified asphalt products for use in many types of applications.

According to Shirley, the use of rubber modified roofing products that are made from recycled tires are actually more often used in residential roofing applications. The idea came from a new Canadian roofing product manufacturer (GEM, Inc.) in the early 2000s and was initially slow to succeed.

“But after they gained mainstream success, one of the major asphalt shingle manufacturers, Malarkey Roofing, took a liking to the idea and began using recycled tires in their own products in 2019,” Shirley said. The GEM Inc. products are rubberized/synthetic roof shingles and the Malarkey products are rubber-modified asphalt shingles.

“The use of rubber not only makes sense from a material reuse perspective, but the roofing products that result are some of the most durable in the entire industry,” Shirley said.

In recent years Shirley and his team at Sol Vista Roofing have noticed more specific requests from customers for the two known products that use recycled tires.

“We are installing more roofs that are built from recycled tires. When I speak with other roofing company executives in my market, I hear them making the same remarks,” Shirley said. “The industry-wide statistics are not well publicized, but Malarkey Roofing (who just started using recycled tires in 2019) claims to have already diverted 2.5 million tires away from landfills.”

Sol Vista Roofing is anticipating more manufacturers to begin using recycled tires in their products. Shirley said the success of the GEM Inc. products increased this trend, and with Malarkey starting to include recycled tires in 2019, there started to be more buzz around the topic.

“With so many consumers continuing to ask about roofing products made from tires, it will be difficult for manufacturers to ignore. We’ve noticed how our customers that choose products built from recycled tires speak about their new roof with pride, and that mindset tends to cascade through the neighborhood,” Shirley said. “The old ‘we just got a new



Playground settings often include recycled rubber surfaces for enhanced safety, discouraging weeds and fungal growth, and to avoid using insect attractants such as mulch.

PHOTO COURTESY OF TIRE STEWARDSHIP BC

roof’ has quickly turned into ‘we just got a new roof and can you believe it’s made from old tires?’ which is powerful and carries weight in our clients’ neighborhoods.”

### Recreation and More

Rosemary Sutton, executive director of Tire Stewardship BC (TSBC), pointed to 13 new grants that TSBC has awarded to organizations that will go towards the rubber surfacing of playgrounds, parks and arenas, made from recycled tires. TSBC, a not-for-profit group dedicated to the collection and recycling of scrap tires in British Columbia, said that in total, 14,928 BC scrap tires will be used for these community projects. Projects include surfacing of playgrounds, walkways, parks and gathering spaces.

“Tires are not going away, so the recycling industry in BC continues to invest and innovate to create products so that tires at end of life can be recycled into new products that often replace the use of virgin rubber or other less environmentally friendly products,” Sutton said. “We are very proud that BC is home to the largest tire recycling company in North America and is headquarters for the world’s largest

recycled rubber mat manufacturer.” Tire Stewardship BC is pleased to provide financial support to organizations that have chosen to use recycled tire rubber for their upcoming projects. The 13 most recent grant recipients will use B.C. rubber for the surfacing of various communal areas making them durable, non-toxic, and low maintenance.

Every year TSBC receives more applications than funds available. As Sutton explained, the playground equipment industry and the installers are doing an excellent job of letting their clients know of this as an option for playgrounds and spray parks. In more recent years they also have seen an increase in the number of projects using recycled rubber flooring in arenas and also for pathways.

The objective of the TSBC program is to bring products manufactured from recycled scrap tires “full circle” back to communities. This is TSBC’s way of giving back to the residents and providing a surface that is accessible for all users.

“Coupled with this objective is the ability for TSBC to showcase what happens to the scrap tires,”

See RUBBER PRODUCTS, Page B2



1962 - 2022

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## Scrap tires recycled for use in community projects

Organization	Project Type	City	No. of Tires
SD #39 - Bayview Community School	Intermediate Playground	Vancouver	764
City of Nanaimo	Maffeo Sutton Playground	Nanaimo	1,709
City of White Rock	Emerson Park Playground	White Rock	975
Columbia Shuswap RD - Golden Arena	Lobby Floor Replacement	Golden	213
Sustainable Housing - Cowichan Tribes	Quw'utsun Community Gathering Space	Duncan	565
District of Kent	Schep Park Resurfacing	Agassiz	3,273
SD #39 - Simon Fraser Elementary	Intermediate Playground	Vancouver	2,704
SD #43 - James Park Elementary	Playground	Port Coquitlam	602
Town of Ladysmith	Ladysmith Spray Park	Ladysmith	154
Vancouver Park Board	Aberthau Playground	Vancouver	578
SD #52 - Ecole Roosevelt Park Community School	Playground Accessibility Upgrade	Prince Rupert	2,502
SD #63 - Deep Cove Elementary	Naturescape Playground	North Saanich	289
Town of Sidney	Wellness Park Resurfacing	Sidney	600

Tire Stewardship BC (TSBC), a not-for-profit group dedicated to the collection and recycling of scrap tires in British Columbia, announced that they have finalized the 13 B.C. organizations that will receive TSBC grants for community developments. In total, 14,928 scrap tires will be used for these community projects. Projects include surfacing of playgrounds, walkways, parks and gathering spaces.

The TSBC community grant program supports municipalities, registered non-profit community groups or organizations, schools, and First Nations and Métis settlements that are building or upgrading their facilities utilizing recycled tire products. To date, TSBC has awarded over \$5.8 million dollars in community grants.

“Tire Stewardship BC is pleased to provide financial support to organizations across the province that have chosen to use recycled tire rubber for their upcoming projects. These grant recipients will use B.C. rubber for the surfacing of various communal areas making them durable, non-toxic, and low maintenance,” said Rosemary Sutton, executive director, Tire Stewardship BC. “Rubber surfacing made from B.C. scrap tires is also non-slip, making it safer for everyone, and it creates a soft landing in playground areas. Additionally, rubber surfacing is cost effective and visually attractive.”

B.C.’s scrap tire program has been recycling tires for over 30 years, and it is the oldest recycling program in Canada.

## Rubber products ■Continued from Page B1

Sutton said. “These types of projects start a conversation and very often with the children using the playground, spray park, arena, etc. It’s a great educational tool.”

Sutton predicts that they will continue to see the use of recycled rubber in these projects continue to grow as word spreads and the users and project managers see the benefit.

“We see many schools apply as they have students with mobility issues that without a rubber surface cannot participate in play,” she said. In addition, the government has recognized the importance of the play and socialization aspect of the school curriculum and offers grants to school to upgrade their playgrounds.

“Tire Stewardship BC is pleased to provide financial support to organizations across the province that have chosen to use recycled tire rubber for their upcoming projects. These grant recipients will use B.C. rubber for the surfacing of various communal areas making them durable, non-toxic, and low maintenance,” said Rosemary Sutton, executive director, Tire Stewardship BC. “Rubber surfacing made from B.C. scrap tires is also non-slip, making it safer for everyone, and it creates a soft landing in playground areas. Additionally, rubber surfacing is cost effective and visually attractive.”

Sutton noted that TSBC will continue to look for opportunities to partner with businesses that are making environmentally conscientious decisions and understand the importance of utilizing recycled products in the development of their community infrastructure. Since the scrap tire recycling program was first established in B.C. in 1991, over 100 million tires have been recycled in the province.

In addition to recreational applications, tire-derived aggregates are being used in some innovative applications as well. In 2021, the engineers who recommended the storm water management system for an apartment complex in Zimmerman, Minnesota, earned certificates from the Minnesota governor’s office for their unique solution. Specifically, the engineers from Bolton & Menk engineers recommended a solution that used tire derived aggregate (TDA) for an underground stormwater system that was built under a parking area using 84,000 tires recycled into TDA provided by TDA Manufacturing in Isanti, Minnesota, a division of First State Tire Recycling.

In addition, Bolton & Menk, also used recycled tires for Woodbury, Minnesota’s stormwater best management practices (BMPs). As Bolton & Menk explained in its news release, generally, TDA is a fraction of the weight of

## Goodyear manufactures WHA waste haul tire made with soybean oil compound

The Goodyear Tire & Rubber Company announced a new formulation of its popular Endurance™ WHA waste haul tire, made with a renewable soybean oil compound. The Endurance WHA is now made with soybean oil, which replaces a portion of the petroleum-based materials used in its production. The soybean oil in the tire is a bio-based material currently sourced from surplus left over from food applications and is another step in Goodyear’s global journey to fully replace petroleum-derived oils by 2040.

“Producing the new Endurance WHA tire lineup with a sustainable soybean oil compound will help waste haul fleets pursue their sustainability goals while delivering the long hours to waste removal that the Endurance WHA tire is known for,” said Jessica Julian, commercial product marketing manager, Goodyear North America. “In each new Endurance WHA tire, soybean oil will replace almost 16

liquid ounces of free-flowing petroleum oil – almost as much as a 16 ounce red plastic party cup. When you multiply that by a moderately-sized regional waste haul fleet of around 500 trucks, it could decrease petroleum-based products by the equivalent of almost 15 barrels of oil.”

Endurance WHA tire models made with soybean oil are now available for order and will head into production in Q3 of 2022.

The Endurance WHA tire is designed to keep waste haul fleets on the road longer with a dual-layer tread compound that helps optimize treadwear. Add to that, rolling resistance and a deep 24/32” skid depth for long tread life in waste haul applications. Additionally, the Endurance WHA comes with optional built-in DuraSeal Technology® that instantly seals tread punctures, helping fleets reduce downtime, costly repairs and premature removal of a tire.

*A local charity had never received a donation from the town’s wealthy banker, so the director decided to make a phone call.*

*“Our records show you make \$500,000 a year; yet you haven’t given a penny to charity,” the director began. “Wouldn’t you like to help the community?”*

*The banker replied, “Did your*

*research show that my mother is ill, with extremely expensive medical bills?”*

*“Um, no,” mumbled the director.*

*“Or that my brother is blind and unemployed? Or that my sister’s husband died, leaving her and the kids broke?”*

*“I... I... I had no idea.”*

*“So,” said the banker, “if I don’t give them any money, why would I give it to you?”*

many soils, is highly permeable, which promotes drainage, insulates eight times better than gravel, and costs less than most sands and gravels, making it an obvious choice for road construction projects since the late 1980s. However, using TDA for stormwater management is a new concept.

The state of Minnesota discards approximately 4.75 million tires per year. In total, the public works and parks maintenance renovation and

expansion project repurposed approximately 210,000 tires within the underground infiltration system, repurposing approximately 3 years’ worth of discarded tires from the City of Woodbury alone. Using TDA in the project’s parking lots was environmentally friendly by way of reuse, in addition to lessening associated costs by 60 percent, compared to traditional stone aggregate.

## AR 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.

To be listed in the appropriate spotlight, please call 877-777-0043.

### UPCOMING TOPICS

SEP Attachments

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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.



## Michigan's miles of recycled rubberized road stretch on



Installation of rubber modified chip seal on 7 Mile Road in Bay County, Michigan.

PHOTO COURTESY OF THE MICHIGAN DEPARTMENT OF ENVIRONMENT

Recent paving projects backed by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) in Bay and Clare counties are expanding Michigan's use of rubber tire scrap in road resurfacing, keeping the materials out of landfills and shaping the highways of the future.

The projects also highlight a Michigan recycling milestone: As of this year, the state's major scrap tire processing businesses – about 10 in all – no longer send any regular scrap materials to landfills. Apart from small quantities too dirty or contaminated, all the material is recovered and repurposed for use not only in road work but as mulch, in rain gardens and septic fields, as weights for construction barrels and silage covers, in molded and extruded plastic products, as porous pavement for trails and pathways, as tire-derived fuel, as recycled metal from tires' steel belts, and more.

"The scrap tire market in Michigan is in a transformation from managing scrap tires as a waste to creating economic value," said Kirsten Clemens, scrap tire coordinator in EGLE's Materials Management Division.

The repaving in Bay and Clare counties used material from about 59,500 tires on more than five and a half miles of roadway. EGLE awarded Michigan Technological University a \$396,000 grant for project design and testing. Each county's road commission performed the paving work, resurfacing 4.5 miles of Seven Mile Road from E. Midland Road to E. Beaver

Road in Bay County and 1.15 miles of W. Haskell Lake Road from Cook Avenue to Lake Station Avenue in Clare County. At both locations, the repaving was divided into sections to enable side-by-side comparison of the rubberized and conventional paving materials.

It's far from the first such project in Michigan. Last year alone, four Michigan counties implemented rubberized local road projects using scrap from more than 30,000 tires. As far back as 2005 and 2006, Saginaw County rolled out a pair of two-mile sections of rubberized asphalt. The Michigan Department of Transportation allows a portion of asphalt mixes to be recycled materials, but it is not required.

"We have about 20 years of projects, and we've got some really solid technology now," Clemens said. "What we're trying to do is expand the use by getting the material into the communities that need infrastructure solutions."

The growing consensus is that rubber-modified paving is a winner for local roads. In 2019, EGLE helped fund a Michigan Tech project in Dickinson County to see how an asphalt-rubber mix would hold up to extreme Upper Peninsula weather. A study two years later found the pavement resists rutting during hot weather and cracking in the cold. Researchers will continue monitoring the project – which won a 2019 County Road Association of Michigan award – for 10 or more years.

## Legislation proposed to incentivize tire retreading

The U.S. Tire Manufacturers Association (USTMA) and its member companies stand in support of H.R. 8165, the Commercial Vehicle Fleet Retreaded Tire Utilization Reinvestment and Recovery Act of 2022, introduced by Congressman Tim Ryan (OH-13). The bill would provide tax credits for fleet purchases of U.S. retreaded commercial tires.

"Retreading of commercial tires in the U.S. market has steadily decreased over the last 25 years, due in part to foreign alternatives for new tires, which are 65 percent less likely to be retreaded because of their design and construction," said Anne Forristall Luke, president and chief executive officer of USTMA. "By providing tax credits to fleet purchasers who buy U.S. retreaded commercial tires, the federal government would be helping to level the global playing field for U.S. tire companies and shift the business model back in favor of retreading, which provides a highly effective way to recycle tires with many notable economic and environmental benefits."

Commercial tire retreading provides a highly effective way to recycle tires with many additional economic benefits. Each retreaded tire reduces energy consumption, CO2 emissions, raw material usage, and tire disposal challenges and creates local job opportunities.

### Compared to new tires, retreads:

- Use 15 gallons less oil and 90 lbs. less total material per tire
- Save the U.S. and Canada about 215 million gallons of oil per year
- Cut CO2 emissions by 24 percent
- Cut water usage by 19 percent
- Cut air pollution by 21 percent
- Remove 1.4 billion lbs. per year from the waste stream

There are over 500 retreading shops in the U.S. and Canada, directly supporting more than 51,000 jobs in the U.S. Congressman Ryan's proposed bill would provide a financial incentive to promote U.S. manufactured retreaded tires, therefore protecting and enhancing the U.S. job market.

As USTMA outlined in a letter to Congressional leaders earlier this year, Congress also has an opportunity to lead by example by requiring the purchase of American-made retreaded tires for the federal fleet and any fleet under federal contract, where possible. USTMA notes there is precedent for such policies, including provisions in the Federal Vehicle Repair Cost Savings Act of 2015 that mandated the use of remanufactured replacement parts on federal fleet vehicles and a 1991 Environmental Protection Agency (EPA) procurement guideline under President George H.W. Bush that required the use of retreaded tires on federal fleet vehicles where practicable.



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# EQUIPMENT SPOTLIGHT

## Tire Recycling Equipment

by MARY M. THORNTON

maryt@americanrecycler.com

Slow to decompose and toxic to the environment, rubber is an especially important material to recycle, due to the large volume generated annually. The most common form of this material is tires of various types. The following companies offer products to meet the needs of the rubber recycling market.

Granutech Saturn Systems makes a number of different products that are used in the recycling of rubber. The firm boasts over 50 years of experience in manufacturing size reduction equipment for the recycling industry. "We have primary, dual and single shaft shredders, our Grizzly line of grinders and granulators, as well as our powderizers and G4X Refiner mills. Which product, or combination of products, we would recommend depends on the material that will be processed and the final product size required," explained Greg Wright, vice president.

He also noted that as there are different types of rubber that are recycled, sometimes the material is a clean product, such as EPDM, or scraps from rubber molded products. Recycling such products is a little easier than recycling something like tires, which require a lot more equipment to clean the steel, fiber, and road contaminants from it.

"One of the top challenges facing equipment suppliers and therefore rubber processors continues to be issues related to supply chain shortages and ever increasing costs.

"Lead times are growing longer and costs are rising. Some small parts that you would never expect to be an issue are now sometimes problematic. Depending on the final product size required, the processing volume of our machines may range from 1,000 lbs. per hour to 20 tons per hour. With the spike in steel prices, transportation costs, and other inflationary pressures; equipment pricing is significantly higher than it was just two years ago. While we place a lot of orders well in advance in an attempt to keep our lead times as short as possible, we also encourage operators to place orders for their consumable parts much sooner in advance, and to consider



Granutech Saturn Systems

stocking some on their own too. The high price of oil makes recycling rubber more economical as opposed to virgin rubber. When oil prices soar, technologies like pyrolysis always begin to gain steam again. A majority of the equipment we've sold in the last couple of years has been used to make rubber mulch and crumb for sports fields and rubber mats," Wright concluded.

Keith Ely is recycling sales manager at M&J recycling and he noted how an estimated 250 million tons of scrap tires are generated annually and how many states and landfills do not accept whole tires. "Disposing of and/or processing them for other uses can be a costly process and solutions for this problem all start with shredding. An M&J Recycling 4000 can

utilize a variety of power units and knife configurations. Once shredded, tires can be legally landfilled or further processed, depending on the intended end product desired. Our 4000 model is available as a stationary shredder or built on tracks for moving the shredder to a processing point, it is equipped with an optional 320 drive configuration and can process up to 22 tons per hour of passenger tires. For shredding and separating to recapture metal and rubber, a multi-layered process is involved. Further reduction can be achieved by using the M&J Recycling F-120 fine shredder, which provides a uniform output size and the first stage in separating out metal from the rubber and processing the shredded tires into the

See TIRE RECYCLING, Page B5



M&J Recycling

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## Michelin to localize Russian activities by end of 2022

After suspending its manufacturing activities in Russia on March 15, Michelin now confirms that it is technically impossible to resume production, due in particular to supply issues, amid a context of general uncertainty.

The Group is therefore compelled to plan the transfer of all of its Russian operations by the end of 2022 and is considering the possibility of transferring control of its administrative, sales and industrial operations to the current local management. In doing so, Michelin is preparing the most favorable framework possible for its employees.

The new entity would operate through an independent structure from Michelin.

Michelin Russia employs approximately 1,000 people, including 750 at the Davydovo plant, located about 100 kilometers from Moscow. The site has an annual production capacity of 1.5 to 2 million tires, mainly for passenger cars. Michelin's sales in the country represent 2 percent of the Group's total sales and 1 percent of its global car tire production.

In financial terms, the Group's balance sheet exposure to the project's perimeter is currently estimated at around €250 million. Completion of this project would lead to the removal of these activities from the scope of Group consolidation but would not impact the Group's financial guidance.

## Tire recycling ■Continued from Page B4



Shred-Tech

ideal size for granulation," Ely said. He added, "M&J Recycling has decades of manufacturing experience, our U.S. based staff and our expanding and experienced dealer network can assist you with a simple size reduction plan to process tires to acceptable landfill material or taking the materials to the next level of fine shred and beyond."

High-torque tire shredders and systems manufactured by Shred-Tech are capable of processing automobile, truck, and off road tires at rates in excess of 20 tons per hour. Tire shredding systems may be stationary or mobile, electric or hydraulic, and may be custom designed. "We deliver the highest knife tip cutting force in the industry, the most convenient equipment to service and maintain, and we provide the most durable, cost-effective tire shredding systems available. Our systems can include infeed/outfeed conveyors and classifiers designed to ensure 2" minus absolute sizing. Shred-Tech Pronar mobile shredders are engineered using only high-quality materials to provide users with the ability to render tires and other types of rubber products into scrap for easier processing and recycling. With maximum throughput capabilities, the Pronar 2.85 can handle up to 20 tons per hour and Pronar 2.1010 can process

up to 30 tons per hour. Our slow speed shredders can be used to reduce waste volume by as much as 75 percent. We offer customizable programs to allow for full processing control and a guarantee of maximized shred size and efficiency. With superior versatility, these shredder machines can be maneuvered around a job-site, allowing for direct access to the pile of rubber waste that needs shredding, which saves a lot of time and labor for processors," Stefin Sobel, processing business manager, stated.

He continued, "Shred-Tech's stationary shredders have the torque and strength to easily rip through tires and reduce them into piles of rubber scrap, ready for the next step in processing. Our ST-100, ST-300, ST-400 dual-shaft and STQ-100 four-shaft shredders are equipped with highly durable and powerful knives that 'bite' into tires. They can easily handle large loads of the rubber material in a variety of sizes. Our CAMEC CR2A single-shaft stationary shredder, also engineered to handle the heavy duty material, produces a heavy duty throughput of more than 3 tons per hour. Each of these stationary shredders can be installed onto your facility floor so your operation can integrate improved efficiency in tire and rubber waste shredding."

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### BINMASTER BM-25 DIAPHRAGM LEVEL SWITCH ALERTS FULL BINS

Ideal for bins and silos, BinMaster's new BM-25's simple mechanism activates a sensitive micro-switch to indicate when material reaches the level of the switch in the bin. The pressure switch alerts when it senses high or low levels. Typically, it is wired to a light, horn or alarm panel.

The switch has a silicone diaphragm and is enclosed in a nylon housing, designed to increase durability. There are models to mount internally or externally. Its corrosion-free polymer construction is perfect for any business storing dry bulk solids and eliminates the need to stop and ask, "Is the bin full yet?"

**BinMaster**  
7201 North 98th Street  
Lincoln, NE 68507  
800-278-4241  
www.binmaster.com



### DOOSAN'S FIRST DD100 DOZER NOW AVAILABLE TO NORTH AMERICA

The mass production of the Doosan DD100 began in June 2022 and will launch in North America in the third quarter.

Designed with operators in mind, the DD100 features the 8" smart touch display, giving operators complete control from a convenient, easy-to-read touch screen. It also offers superior visibility with minimized front pillars, maximum glass area and a standard rearview camera.

The DD100 features a Doosan engine with convenient maintenance access points and does not require the use of a diesel particulate filter to meet current emission standards.

**Doosan Infracore, LLC.**  
2905 Shawnee Industrial  
Suwanee, GA 30024  
678-714-6000  
www.doosanequipment.com



### HIKVISION OFFERS TANDEM VU PTZ CAMERAS WITH COLOR VU

Hikvision, a world-leading manufacturer and supplier of security products and solutions, introduces two new TandemVu PTZ Cameras with ColorVu technology to monitor wide-area observation and detailed images simultaneously. The new TandemVu PTZ Cameras integrate a 4 MP fixed bullet camera with a 4mm lens and a high-performance 4 MP PTZ camera in a single unit to ensure that the highest levels of security are maintained even when tracking specific objects.

TandemVu PTZ Cameras are ideal for parking lots, crosswalks, industrial parks, or any application that requires capturing both broad areas and small details.

**Hikvision USA Inc.**  
18639 Railroad Street  
City of Industry, CA 91748  
866-200-6690  
www.us.hikvision.com



### MCCLOSKEY ENVIRONMENTAL UNVEILS SINGLE SHAFT SHREDDER

McCloskey Environmental unveiled the ESS-300 single shaft shredder as the latest in its product line.

This single shaft primary shredder boasts a line of features aimed at boosting productivity and can be used as a secondary shredder to transform waste to energy.

The ESS-300 boasts a 33 knife rotor with replaceable cutting tips on the hydraulically driven single shaft giving the machine longevity and reducing down time. Additionally, a quick change in mesh accessible from the side opening of the chamber allows the machine to efficiently process and size a wide variety of materials.

**McCloskey International**  
1 McCloskey Road  
Keene, Ontario CA K9J 0G6  
705-295-4925  
www.mccloskeyinternational.com



### YANMAR'S LARGEST MINI EXCAVATOR PACKS POWER

Yanmar Compact Equipment offers the ViO80-1A and SV100-2A, the largest models in their mini excavator line. The machines provide the performance, efficiency, technology and reliability needed for tough jobs, allowing for maximum productivity. Both models feature Yanmar's industry leading warranty.

The ViO80 features zero tail swing and the SV100 includes an ultra tight tail swing. The ViO80's zero tail swing design allows the excavator to rotate next to a structure with far less risk of hitting it. The larger SV100's ultra tight tail swing has just 6.7" of overhang. Both designs allow efficient work in tight spaces.

**Yanmar America Corporation**  
101 International Parkway  
Adairsville, GA 30103  
770-877-9894  
www.yanmar.com

# Wastefront partners with Gateway Resources to ensure supply of old tires

Wastefront AS announced a pivotal agreement with Gateway Resources that guarantees the complete supply of end-of-life-tires (ELTs) for Wastefront's Port of Sunderland plant.

Backed by energy giant Vitol, Wastefront secured planning permission in January 2022 to build the tire recycling plant in Sunderland, which is set to be commercially operational by 2024. Once at full capacity, the plant will be able to manage 20 percent of the UK's total ELTs through processing 80,000 tonnes annually, with Gateway Resources to supply Wastefront with nearly 10 million tires every year.

Significantly, this figure corresponds to a substantial volume of the total tires that are currently exported from the UK abroad yearly. With contracts already in place with some of the largest ELT processors and aggregators across the UK, Gateway Resources will work in conjunction with key suppliers to supply ELTs to Wastefront.

In addition to eliminating waste tire exports from the UK – which too often end up in landfills, or being burnt, with immeasurable environmental consequences – this partnership also paves the way for overdue domestic progress on cement kiln burning. Though the burning of ELTs in cement

kilns was a step forward for the UK, creating crucial supply chains for ELTs, it remains one of the most polluting forms of manufacturing in the world – polluting the air with highly dangerous chemical particles, aromatics and CO2.

Through preventing the burning of ELTs in cement kilns, Wastefront will use commercial operating technologies to convert the ELTs received from Gateway into useful commodities, including biofuels and recovered carbon black. These are then reintroduced into the supply chain and utilized in processes such as alternative fuel or raw materials for the production of new tires or other products. In particular, Wastefront's recovered carbon black will result in an 80 percent reduction in total emissions – through its replacement of virgin carbon black in tire production – with key tire manufacturers already lining up to purchase this recycled material at source.

Following the execution of the supply agreement for the Port of Sunderland plant, Wastefront and Gateway have also signed an MOU to work together towards implementing an additional ELT supply agreement for a potential Wastefront plant in continental Europe, which is under review.

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