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The evolving glass recycling industry

by MAURA KELLER

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The glass recycling industry continues to grow as both manufacturers and brands are working toward recycled content and sustainability targets.

According to the Glass Recycling Coalition (GRC) leadership committee, the demand for clean recycled glass (cullet) is high in many areas of the country, and glass is a key part of helping cities reach their recycling or zero waste goals. In communities that may have dropped glass recycling in their curbside programs, the GRC is seeing an increased investment in glass drop off programs and glass-on-the-side programs.

“In 2022, the Glass Recycling Foundation, with direction from the Glass Recycling Coalition, awarded nearly \$200,000 in grants and pilot support to drop off, bar and restaurant, and glass-on-the-side programs in Oklahoma, Illinois, Pennsylvania, Ohio, and North Carolina. MRFs are also investing in glass cleaning equipment to produce higher quality glass from single-stream, curbside programs. All these investments lead to a growing and more robust glass recycling industry,” the GRC Leadership Committee said.

Surveys have shown repeatedly that residents want and expect to be able to recycle their glass, but there are still areas of the country without any glass recycling infrastructure. One of the biggest challenges glass recycling faces, as the GRC explained, is increasing the quality of glass from curbside, single-stream programs. Since this material is commingled with other recyclables, many contaminants end up with the glass – shredded paper, bottle caps, etc. The Glass Recycling Coalition is addressing this challenge through its MRF Glass Certification Program, which recognizes MRFs with cleaning equipment and operational procedures to produce high-quality and marketable glass cullet in both single- and dual-stream systems.

Cyndy Andela, president and chief executive officer at Andela Products, pointed out that the glass recycling industry has evolved in recent years as the glass collected curbside and transported to a Single Stream Material Recovery Facilities (MRF) is broken and mixed with a lot of shredded paper and other non-glass residue.

“This makes the glass more expensive to clean-up and recycle back into bottles or fiberglass. The investment to clean it up and transport it to a glass recycling company that will make it furnace ready cullet, is often cost prohibitive,” Andela said. Also, the companies



One of the biggest challenges glass recycling faces, as the GRC explained, is increasing the quality of glass from curbside, single-stream programs. PHOTO COURTESY OF STEVE ALLEN | DREAMSTIME

operating the MRFs often own the landfills, so the glass ends up as landfill cover which is the most convenient (and least expensive) option for them.

Scott DeFife, president of the Glass Packaging Institute (GPI) said that in the last couple of years, since the release of GPI’s 2020 Circular Future for Glass report, they have seen progress on building models for alternative collection to single-stream, and increasing interest by policymakers and some MRF operators to invest in their glass streams. Additionally, the glass industry is taking things into its own hands to invest in collection in communities and pilots in areas where single-stream collection has chosen not to recycle glass, or work on commercial hospitality streams and addressing transportation and processing gaps.

In the last few years, the MRF operators also have become more transparent and vocal about the difficulties of recycling this glass back into bottles/fiberglass. The solution they propose is to take it out of the single stream mix.

“In response to this message, the public was not happy to find out it was going to landfill, and they do not want to throw away the glass. So separate collection sites for glass only have become one of the options. But the vol-

ume of glass recycled is less than if it was part of the curbside mixed recycling stream,” Andela said.

DeFife added that the single greatest challenge the industry has had to overcome is the years of negative or misinformation about glass recycling in the U.S. That is not necessarily a consumer problem, though.

“Consumers show strong support for glass. They know it is recyclable and want to recycle it. With businesses, the challenge is cutting through the long list of other challenges that many businesses have during the pandemic and getting to the point where they can focus on improving their waste management practices, and even then, if the individual business has any control of making changes,” DeFife said. “For many businesses that use glass, waste management decisions are at a corporate level, or rest with a commercial property manager that is reluctant to change.”

As DeFife further explained, the bigger issue is often the conversations between the service provider and local official, and outdated information about the cost of glass recycling that can be related to a lack of transparency about contamination, pricing, contracts and markets. He suggested that re-educating local officials about glass recycling

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A total of \$375,960 is available for clean diesel and alternative fuel engine and equipment replacement projects under a competitive grant Request for Proposals (RFP) announced by the Michigan Department of Environment, Great Lakes, and Energy (EGLE).

The 2023 Michigan Clean Diesel Program's RFP targets efforts to replace diesel equipment, vehicles, and engines with zero tailpipe emission, hybrid, or alternative fuel vehicles, engines, or equipment. Applicants can be any of the following: private businesses/farms; cities; townships; villages; county government agencies; public school districts; private schools; public transit agencies; port authorities; metropolitan planning organizations; or nonprofit organizations.

Applications will be accepted by email until 5 p.m., EST, March 31, 2023, and projects must be completed by August 31, 2023, and fall into one of three categories:

•Agricultural Irrigation Pump Diesel Engine Replacement with Electric Equipment: Diesel engine must be replaced with an electric motor, or if the engine powers a generator that runs a submersible pump, by directly connecting the submersible pump to the electric grid. Funding may cover up to 60 percent of the cost of the electric motor, installation, and/or required electrical infrastructure (including electric line extension).

•Vehicle Replacement: Funding may cover up to 35 percent of the cost of eligible vehicles that meet the California Air Resource Board's optional low oxides of nitrogen standards, and

up to 45 percent of the cost of an all-electric vehicle replacement. Eligible drayage vehicle replacement may be funded up to 50 percent.

•Engine Replacement: Funding includes, but is not limited to, replacing diesel engines with an engine certified for use with an alternative fuel (e.g., compressed natural gas or propane), or a zero-tailpipe emissions power source (grid battery or fuel cell). Funding for engine replacement may cover up to 40 percent for alternative fuel engines; 50 percent for low-nitrogen oxide and up to 60 percent for replacement with zero emission engines.

U.S. Environmental Protection Agency (EPA) regulations have resulted in newly made diesel engines that create less pollution than ever before; however, millions of older, dirtier engines are still in use. In the journey toward zero-emissions vehicles and equipment, there will be a period of transition where diesel and propane technology are replaced with cleaner technologies and will be part of a bridge toward new technologies. EGLE's Clean Diesel Program will continue to incentivize zero-emission engines, and this year's RFP will be focused on replacement of agricultural irrigation pump diesel engines, diesel-powered vehicles, engines, and equipment with zero-emission replacements.

State and federal money fund the project, with the federal portion provided by the EPA, in accordance with the Diesel Emissions Reduction Act.

Visit the Michigan Clean Diesel Program website to download the full RFP application.

SWANA executive director reappointed to Advisory Committee

The Solid Waste Association of North America (SWANA) announced that David Biderman, SWANA chief executive officer and executive director, has been appointed again to the U.S. Department of Commerce's Environmental Technologies Trade Advisory Committee (ETTAC), representing waste management and resource management.

Biderman was initially appointed to the committee for a two-year term in 2016 and is thrilled to serve again. As part of ETTAC, Biderman provides important advice to government officials and others on the development and administration of initiatives that expand US exports of environmental technologies, goods, and services. He chaired ETTAC's Waste Management & Circular Economy subcommittee in 2021-22, which produced important recommendations concerning closing dumpsites, a proposed international plastic pollution prevention treaty, and other waste and recycling issues.

Biderman's involvement in ETTAC has increased the interactions between government agencies, SWANA, and

other companies in the solid waste and recycling industry. SWANA has expanded its international profile in recent years.




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UPCOMING EVENTS

MARCH**03/14-03/15**

C&D World 2023. Paris Las Vegas. Las Vegas, Nevada.
www.cdrecycling.org
866-758-4721

03/14-03/18

CONEXPO-CON/AGG 2023. Las Vegas Convention Center. Las Vegas, Nevada.
www.conexpoconagg.com
864-658-5740

APRIL**04/03-04/04**

Northeast Recycling Council Spring Conference, Virtual.
www.nerc.org
802-451-8852

04/17-04/20

SWANA S.O.A.R. Georgia World Congress Center. Atlanta, Georgia.
www.swana.org
301-589-7068

04/17-04/20

ISRI Convention & Expo. Music City Center. Nashville, Tennessee.
www.isri.org
202-662-8500

04/27-04/29

United Recycler's Group. Hyatt Regency Grand Cypress, Orlando, Florida.
www.u-r-g.com
303-367-4391

04/24-04/26

Aluminum Association Spring Meeting. The Greenbrier. White Sulphur Springs, West Virginia.
www.aluminum.org
703-358-2960

04/25-04/26

CARE 21st Annual Conference. Hyatt Regency Orlando International Airport Hotel. Orlando, Florida.
www.carpetrecovery.org
706-428-2127

MAY**05/01-05/04**

WasteExpo. Ernest N. Morial Convention Center. New Orleans, Louisiana.
www.wasteexpo.com
203-358-4384

05/08-05/11

AISTech 2023. Huntington Place. Detroit, Michigan.
www.aist.org, 724-814-3000

05/21-05/24

The Federation of New York Solid Waste & Recycling Conference with Trade Show. The Sagamore. Bolton Landing, New York.
www.nyfederation.org
518-813-5126

Glass

■Continued from Page 1

takes time, and equipping them with the knowledge that they have more options than they think they have is leading to some creative thinking.

"The weight may limit the geographic range of potential outlets, but that can be mitigated by lowering contamination," DeFife said. "We still run into situations where there is a glass processing facility within 30 to 50 miles of the MRF that will take the glass, but the operator, even knowing that the glass stream is highly contaminated with landfill residual (in ways that do not compare to any other commodity) have an unrealistic expectation of value, or choose to landfill because it is easier."

Creative Solutions

For decades, the message surrounding glass recycling has traditionally been that recycled glass is for bottle production. As Andela pointed out, if this is not feasible due to mixed glass or long distances to travel, then there isn't another solution offered.

"But this is changing as Disney, Rotary, independent recyclers (Glass Half Full) are publicly showing their enthusiasm for turning glass back into sand. A circular solution – glass started as sand and is converted back to sand," Andela said. "Also, sand is becoming a limited resource in many parts of the country and world, so glass sand is a great alternative with other properties that make it better than mined sand."

DeFife further pointed out that many companies like Van Dyk or Machinex, among others, have developed equipment that can clean up the residual contamination from the MRF glass stream and improve the economics of the commodity for the community.

"We have worked to identify a set of MRFs that have the greatest opportunity to recycling their glass with nearby markets if there were an investment in more or better glass equipment at the MRF," DeFife said. "We have been talking with other stakeholders about a MRF investment program to bring this new equipment to MRFs that make logical sense to recycle their glass."

Based on the conversations that the GPI is having, there also is a strong interest in learning more about glass markets, exploring new collection models and trying to figure out a glass program in order to meet landfill diversion goals.

"We have a growing list of grant requests at the Glass Recycling Foundation, and spend a great deal of time working with communities that call and ask for help figuring out options for glass," DeFife said. "We are working to see if we can create a national standard set of options for glass recycling based on the level of infrastructure in a given region."

These efforts are needed, especially in light of the EPA data that indicates that American consumers throw away about 9 to 11 million tons of glass

every year. "About two to three million tons of glass gets recycled now," Andela said. "There is a lot of glass still going to the landfills."

To improve these recycling numbers, municipalities are promoting different ways of collecting glass for recycling; curbside pickup (mixed), or drop-off center (glass only). They are also promoting the local uses they have developed for the glass sand and how their constituents are excited to see it recycled and used locally.

"There also continues to be legislation at the state and federal levels to encourage producer responsibilities, that includes the 'bottle bills.' These are effective ways to encourage consumers to return the glass bottles of recycling," Andela said. "This is also the cleanest and most effective ways to get glass recycled back into bottles."

Four states have passed Extended Producer Responsibility (EPR) laws for packaging in the past two years: Maine, Oregon, California and Colorado. In addition, California had expanded their bottle bill program to include wine and spirits, and similar efforts have been seen in Connecticut, Vermont and New York.

"Those four EPR programs – all designed differently – have a tremendous opportunity to advance glass recycling in those states," DeFife said. "Another half dozen states are actively looking at the actions of the first four and considering packaging laws as well: Washington, New York, New Jersey, Illinois, Maryland, and Connecticut... maybe more. These will create even more opportunities for improved glass recycling."

There also have been advances in technology for optically color sorting glass, so the mixed color glass from the MRFs can be sorted to make furnace-ready cullet for bottles and fiberglass.

Andela pointed out that research is being done for the beneficial use of glass sand as a soil amendment with compost. Composting is becoming more important, to divert the food and green waste from the landfills. Mixing glass sand with the compost makes a glass-based soil with beneficial properties.

"In addition to the four states with EPR and the possible expansion of deposit return systems, which will create a lot of momentum for glass recycling, we have attractive pilots underway in a couple cities related to bar and restaurant streams of glass, as well as a regional hub and spoke system in remote areas with higher glass use," DeFife said. These programs cut out a lot of steps and can deliver the glass to processing and the supply chain faster and with less contamination.

"Public-private partnerships and investments by consumer brands are helping to build momentum and spur investment in glass recycling initiatives," the GRC Leadership Committee said. "Glass is a preferred packaging choice for many consumers, is 100 percent recyclable, and is a crucial piece of the glass manufacturing supply chain."



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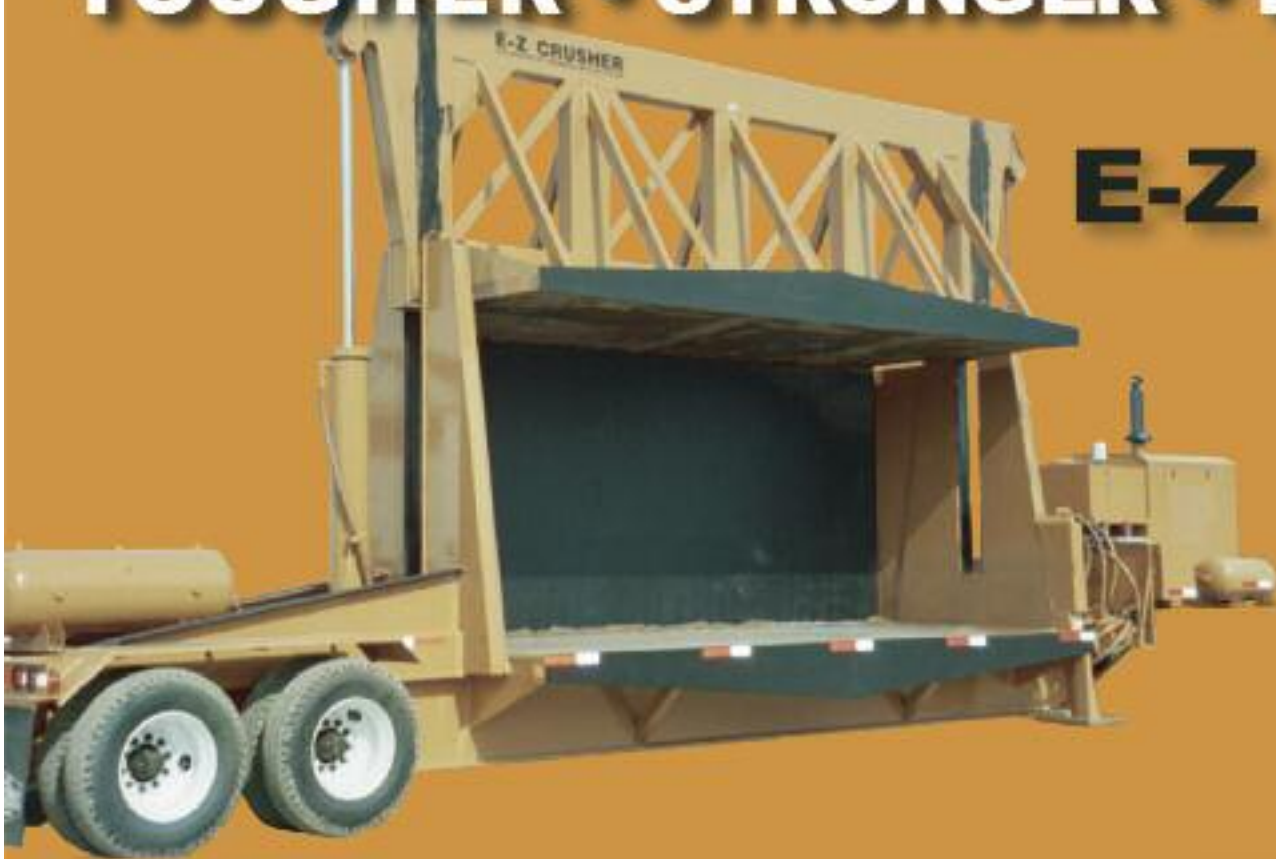
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ELECTRONICS

Redwood chooses Charleston region for new recycling campus

Redwood combines recycling, refining and remanufacturing to produce and return battery materials to U.S. battery cell manufacturers. We take in end-of-life batteries, break them down to their basic metals (like nickel, copper, cobalt, and lithium) and then rebuild those metals into cathode and anode products, the most critical and expensive components in an EV. Localizing the production of critical battery components and ensuring these materials are recycled is the only way to drive down costs, emissions, and geopolitical risks while meeting U.S. battery and electrification demand.

Currently, anode and cathode components are not produced in North America, and battery cell manufacturers have to source them via a 50,000+ mile global supply chain. As a result, U.S. battery manufacturers will spend more than \$150B overseas on these components by 2030.

A new manufacturing corridor from Michigan to Georgia is becoming known as America's "Battery Belt" and is where hundreds of GWh a year of battery cell production capacity will be built and start operating between

now and 2030. Yet, unless metals like lithium and nickel are produced and refined and remain in country for domestic anode and cathode manufacturing at scale, these American battery cell facilities will have to continually source the majority of their components, predominantly from Asia. This will send most (50-75 percent) of the economic value and job creation overseas.

Redwood is planning their next Battery Materials Campus, in the heart of the "Battery Belt," just outside of Charleston, South Carolina. At Camp Hall in Berkeley County, Redwood will recycle, refine and manufacture anode and cathode components on more than 600 acres, creating more than 1,500 jobs and investing \$3.5 billion in the local community. Eventually, this campus will produce 100 GWh of cathode and anode components per year – enough to power more than one million EVs. However, this site also provides us the opportunity to expand our operations to potentially several hundred GWh annually to meet future demand.

They plan to break ground on the Carolina Campus in Q1 2023 and have their first recycling

process running by the end of next year.

Similar to their Nevada operations, Redwood's South Carolina operations will be 100 percent electric and won't use any fossil fuel in their processes. They will source only zero emission, clean energy and their innovative plant design and manufacturing process will allow them to reduce the CO2 emissions associated with producing these components by about 80 percent compared to the current Asia-based supply chain that they're dependent on for these crucial materials.

Redwood's existing partners like Toyota, Volvo, Panasonic and Envision AESC have a strong foothold in this region, in addition to many other battery manufacturers.

With increasing demand for lithium-ion batteries, the ability to import raw materials, which they will also be able to refine on this site, presents a significant advantage. The Port of Charleston offers a top U.S. port for scale production. Additionally, this site will be served by rail access, adding to the fast and efficient logistics this state and site offers.

Panasonic launches takeback program

Panasonic announced the Take Back for Tomorrow program to promote recycling of certain consumer electronic devices. The pilot program will start with electronic personal care devices such as shavers and trimmers, recycling components that would otherwise end up in landfills.

Over 88 million Americans use an electric shaver or trimmer. Most of these are destined for landfills, wasting an opportunity to recycle the batteries, metals and other materials trapped in the devices. Panasonic's program aims to start diverting this e-waste – and will pay consumers to do it.

To participate, an owner of an electric or battery shaver or trimmer signs up at PanasonicMultiShape.com. Panasonic covers the costs for shipping the end-of-life product with partner ERI. The company generates a pre-paid label for consumers to easily pack and ship the device at their convenience for recycling.

Panasonic's vision with this program is to advance circularity within its U.S. supply chain where components from its consumer electronics, starting with personal care devices, are recycled by ERI. All lithium-ion batteries in these devices are sent to Redwood Materials who will then recycle and remanufacture metals into critical anode and cathode components for Panasonic's electric vehicle (EV) batteries.

ERI's nationwide footprint helps reduce shipping and make the program more carbon efficient. The companies are joined by MRM, which will help manage the overall program including recycling coordination and recycler auditing to ensure a safe, responsible recycling program that contributes to the companies' shared sustainability goals.

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METALS

Finished steel imports up 11 percent in 2022

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,186,000 net tons (NT) of steel in December 2022, including 1,848,000 NT of finished steel (up 8.6 percent and 4.8 percent, respectively, vs. November 2022). Full year 2022 total and finished steel imports were 30,832,000 and 25,249,000 NT, down 2.0 percent and up 10.9 percent, respectively, vs. 2021.

Finished steel import market share was an estimated 23 percent in December and is estimated at 24 percent for full year 2022.

Key steel products with a significant import increase in December compared to November are line pipe (up 73 percent), ingots and billets and

slabs (up 36 percent), sheets and strip all other metallic coatings (up 30 percent), oil country goods (up 27 percent) and sheet and strip hot dipped galvanized (up 26 percent). Products with a significant increase in imports for the full year of 2022 vs. 2021 include line pipe (up 47 percent), oil country goods (up 44 percent), standard pipe (up 44 percent), heavy structural shapes (up 36 percent) and wire rods (up 30 percent).

In December, the largest suppliers were Canada (522,000 NT, down 1 percent vs. November), Mexico (415,000 NT, up 66 percent), South Korea (232,000 NT, up 66 percent), Japan (119,000 NT, up 14 percent) and Germany (77,000 NT, down 36 percent).

U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS

BY COUNTRY OF ORIGIN (Thousands of Net Tons)

Preliminary	DEC 2022	NOV 2022	Full Year 2022	Full Year 2021	% Change 2022 Prev 12 mths vs. 2021
CANADA	522	527	6,860	6,964	-1.5%
MEXICO	415	250	5,302	4,759	11.4%
SOUTH KOREA	232	140	2,817	2,748	2.5%
BRAZIL	49	145	2,568	4,364	-41.2%
JAPAN	119	104	1,261	1,088	15.9%
GERMANY	77	121	1,125	1,233	-8.7%
TAIWAN	68	55	1,038	886	17.1%
TURKEY	38	34	1,000	1,015	-1.5%
VIETNAM	23	43	936	937	-0.1%
INDIA	57	35	684	395	73.3%
CHINA	53	28	651	469	38.7%
NETHERLANDS	43	66	594	485	2.2%
ALGERIA	29	15	495	353	40.0%
ROMANIA	51	42	483	376	28.4%
RUSSIA	0	0	465	1,633	-71.5%
All Others	411	408	4,552	3,661	24.3%
TOTAL	2,186	2,012	30,832	31,464	19.6%

Finished import market share estimated at 23 percent in January

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of January totaled 2,483,000 net tons (NT)*. This was a 9.8 percent increase from the 2,262,000 permit tons recorded in December and a 12.7 percent increase

from the December final imports total of 2,203,000. Import permit tonnage for finished steel in January was 1,952,000, up 4.8 percent from the final imports total of 1,863,000 in December. The estimated finished steel import market share in January was 23 percent.

Steel imports with large increases in January permits vs. the December

final imports include heavy structural shapes (up 102 percent), cut lengths plates (up 69 percent), tin free steel (up 63 percent), ingots and billets and slabs (up 56 percent) and reinforcing bars (up 51 percent).

In January, the largest steel import permit applications were for Canada (591,000 NT, up 13 percent vs. December final), Mexico (458,000

NT, up 10 percent), Brazil (309,000 NT, up 535 percent), Japan (108,000 NT, down 9 percent) and South Korea (104,000 NT, down 55 percent).

**Note that import permits data are counts of tonnages requested in applications for licenses to import steel mill products and are not actual import volumes.*

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Scrap Metals MarketWatch



Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
FERROUS						
#1 Bushelings	per gross ton	\$402.00	\$403.00	\$421.00	\$420.00	\$423.00
#1 Bundles	per gross ton	347.00	380.00	381.00	396.00	401.00
Structural	per gross ton	355.00	353.00	359.00	361.00	380.00
#1 & #2 Mixed Steel	per gross ton	305.00	322.00	315.00	331.00	380.00
Crushed Auto Bodies	per gross ton	180.00	185.00	198.00	192.00	240.00
Shredded Auto Scrap	per gross ton	395.00	398.00	408.00	450.00	460.00
NON FERROUS						
#1 Copper Bare Bright	per pound	3.62	3.65	3.95	3.89	3.87
#2 Copper Wire & Tubing	per pound	3.45	3.49	3.68	3.72	3.83
Aluminum Cans	per pound	.69	.70	.79	.72	.74
Al/Cu Radiators	per pound	1.73	1.75	1.81	1.81	1.89
Aluminum Radiators	per pound	.62	.63	.64	.65	.66
Heater Cores	per pound	1.47	1.49	1.51	1.53	1.58
Stainless Steel	per pound	.59	.59	.62	.67	.70

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

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METALS

Novelis reports on third quarter fiscal year 2023

Novelis Inc. reported results for the third quarter of fiscal year 2023. Net income attributable to its common shareholder decreased 95 percent versus the prior year to \$12 million, due mainly to factors driving lower Adjusted EBITDA as outlined below and unfavorable metal price lag from falling aluminum local market premiums in the current year. Excluding special items in both years, third quarter fiscal year 2023 net income from continuing operations decreased 60 percent versus the prior year to \$96 million due primarily to lower Adjusted EBITDA.

“As expected, our results were pressured by continued unprecedented inflationary headwinds, but were also further impacted by lower shipments resulting from significantly larger than anticipated customer inventory reduction actions in the beverage packaging market,” said Steve Fisher, president and chief executive officer, Novelis Inc.

Net sales decreased 3 percent to \$4.2 billion for the third quarter of fiscal year 2023, compared to \$4.3 billion in the prior year period, primarily driven by lower average aluminum prices and a 2 percent decrease in total flat rolled product shipments to 908 kilotonnes, partially offset by increased product pricing and favorable product mix. The decrease in shipments is mainly due to lower beverage can shipments as customers reduce their inventory and adjust to more normalized levels of can demand post-pandemic, and softer demand for specialties products in this weaker macro-economic environment. Conversely, easing supply chain constraints, including higher semiconductor availability, resulted in higher automotive shipments compared to the prior year.

Adjusted EBITDA decreased 33 percent to \$341 million in the third quarter of fiscal year 2023, compared to \$506 million in the prior year period, driven by an extraordinary inflationary environment and higher energy costs due to geopolitical instability. Results were also impacted by less favorable metal benefits from recycling, unfavorable foreign exchange, and lower volume. These headwinds were partially offset by higher product pricing, including some higher cost pass-through to customers, and favorable product mix.

Adjusted free cash flow from continuing operations was an outflow of \$158 million for the first nine months of fiscal year 2023, compared to a generation of \$217 million in the prior year period. The decrease is due primarily to unfavorable metal price lag in the current year compared to a favorable lag in the prior year, lower Adjusted EBITDA, and higher capital expenditures.

December 2022 crude steel production and 2022 global crude steel production totals

	DEC 2022	% Change DEC 22/21	JAN-DEC 2022 (Mt)	% Change JAN-DEC 22/21
AFRICA	1.1	-8.9	14.9	-6.6
ASIA AND OCEANIA	104.9	-9.2	1,351.3	-2.3
EU (27)	9.2	-16.7	136.7	-10.5
EUROPE, OTHER	3.4	-19.2	44.7	-12.2
MIDDLE EAST	3.7	0.4	44.0	7.1
NORTH AMERICA	8.8	-9.9	111.4	-5.5
RUSSIA & OTHER, UKR	6.2	-28.4	85.2	-20.2
SOUTH AMERICA	3.3	-3.8	43.3	-5.0
TOTAL 64 COUNTRIES	140.7	-10.8	1,831.5	-4.3

Crude steel production in Africa was 1.1 Mt in December 2022, down 8.9 percent on December 2021. Asia and Oceania produced 104.9 Mt, down 9.2 percent. The EU (27) produced 9.2 Mt, down 16.7 percent. Europe, Other produced 3.4 Mt, down 19.2 percent. The Middle East produced 3.7 Mt, up 0.4 percent. North America produced 8.8 Mt, down 9.9 percent. Russia & other CIS + Ukraine produced 6.2 Mt, down 28.4 percent. South America produced 3.3 Mt, down 3.8 percent.

The 64 countries included in this table accounted for approximately 98 percent of total world crude steel production in 2021.

- Africa: Egypt, Libya, South Africa
- Asia and Oceania: Australia, China, India, Japan, New Zealand, South Korea, Pakistan, Taiwan (China), Thailand, Viet Nam
- Russia & other CIS + Ukraine: Belarus, Kazakhstan, Moldova, Russia, Ukraine, Uzbekistan
- 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
- South America: Argentina, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela

Top 10 steel-producing countries

China produced 77.9 Mt in December 2022, down 9.8 percent on December 2021. India produced 10.6 Mt, up 0.8 percent. Japan produced 6.9 Mt, down 13.1 percent. The U.S. produced 6.5 Mt, down 8.3 percent. Russia is estimated to have produced 5.5 Mt, down 11.3 percent. South Korea produced 5.2 Mt, down 11.6 percent. Germany produced 2.7 Mt, down 14.6 percent. Turkey produced 2.7 Mt, down 20.0 percent. Brazil produced 2.5 Mt, down 5.2 percent. Iran produced 2.7 Mt, up 3.3 percent.

CMC appoints Peter Matt as president

The Board of Directors of Commercial Metals Company (CMC) announced that, as part of the company’s succession plan, the board has appointed Peter R. Matt as president, effective as of April 1, 2023, succeeding Barbara R. Smith who will remain chairman and chief executive officer of the company. Matt will continue to serve on the board of directors of the company, which he joined in June 2020.

Smith, the company’s chairman, president and chief executive officer, stated, “We have every confidence in Peter as he takes on the role and responsibilities of president, and his appointment is part of the company’s succession plan. Peter brings a wealth of financial, strategic and executive managerial experience, and his leadership has been excellent during his tenure on the board of directors.”

Matt has significant experience across a range of manufacturing companies in metals and related industries. Since January 2017, he has served as executive vice president and chief financial officer of Constellium SE, a leading global aluminum fabrication company. Prior to joining Constellium, Matt served as a managing partner for Tumpline Capital, LLC.

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WASTE

Kent County partners with Vicinity Energy to operate waste-to-energy facility

Vicinity Energy, a decarbonization leader with an extensive portfolio of district energy systems, will partner with Kent County Department of Public Works to operate the waste-to-energy facility in Grand Rapids, Michigan. Vicinity and Kent County have entered into a long-term service agreement that ensures the facility will operate safely and efficiently. The partnership will save Kent County operating costs annually while reinforcing its commitment to quality service, the environment, and the local workforce.

“For more than 30 years, waste-to-energy has been a key part of Kent County’s integrated waste management system, and it allows our community to responsibly and reliably dispose of solid waste while producing local energy while reducing the amount of waste going into landfills,” said Dar Baas, director of the Kent County Department of Public Works. “We continue to invest in the Waste-to-Energy facility, and this new partnership with Vicinity will ensure it operates safely and efficiently for years to come.”

Vicinity has welcomed the existing plant employees to its team and will hire more team members to ensure

safe, efficient, and reliable services are delivered to the residents and businesses served by the facility. This partnership marks a critical milestone in Vicinity’s commitment to sustainability and bringing new jobs and services to West Michigan.

The waste-to-energy facility incinerates non-hazardous solid waste from municipal and commercial operations in Grand Rapids, East Grand Rapids, Grandville, Kentwood, Walker, and Wyoming. Each year, the facility prevents 190,000 tons of waste from going to landfill, generates enough energy to power 11,000 homes, and recovers enough steel to make 3,000 cars.

The waste-to-energy facility upholds the highest environmental standards, achieving Michigan’s Clean Corporate Citizen (C3) designation each year since 2006. The facility also meets or exceeds the strictest federal standards set forth by the EPA and other regulatory bodies and employs sophisticated clean-air technologies to achieve superior environmental performance. The plant operates, on average, 90 percent below permit limits.

EPA funds cleanup of Hidden Lane Landfill in Virginia

The U.S. Environmental Protection Agency has announced the second wave of approximately \$1 billion in funding from the Bipartisan Infrastructure Law to start new cleanup projects at 22 Superfund sites and accelerate more than 100 other ongoing cleanups across the country, including the Hidden Lane Landfill Superfund Site in Sterling, Virginia.

There are thousands of contaminated sites nationally due to hazardous waste being dumped, left out in the open, or improperly managed. Superfund cleanups help transform and repurpose contaminated properties into residences, retail and office space warehouses, solar power generation, and more. These include former manufacturing facilities, processing plants, landfills, and mining sites.

The Hidden Lane Landfill was a 25 acre privately owned and operated

disposal facility north of Virginia Route 7 between the Broad Run Farms and Countryside communities. It lies immediately adjacent to the floodplain of the Potomac River. Starting in 1971, the facility accepted a variety of solid wastes including construction and demolition wastes, land clearing wastes and other items such as appliances, tires, paper and cardboard.

In February 2022, after seeking public comment, EPA announced the cleanup plan in a Record of Decision (ROD) for the Hidden Lane Landfill Superfund Site. The ROD documents the plans to address the landfill cap and the source area of site groundwater contamination. Cleanup plans include landfill cap repair and maintenance with land use controls, excavation with off-site disposal of principal threat source material, and bioremediation of the groundwater.



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BUSINESS BRIEFS

Dade Auctions expands sales force

■ Dade Auctions, Inc., the premier marketplace for new and used equipment for the salvage, recycling and waste industries, has added to their sales force.

Effective immediately, Dana Pienta, sales representative, will be responsible for covering sales and client relations in the Southeast U.S. Previously, Pienta worked in sales and marketing with Automatic Handling Intl.

Brandon Must, sales representative, will cover the Northeast territory. Must came to Dade Auctions from General Truck Sales of Toledo.

Travis Powers, sales representative, will be responsible for sales and client relations for the South Central portion of the U.S. Powers joined Dade Auctions from Tri State Expediting Services where he was a dispatcher.

All sales representatives report directly to Gregory Szymanski, general sales manager.

All representatives can be reached by calling (844)333-3030.

Timken acquires American Roller Bearing Company

■ The Timken Company has acquired the assets of American Roller Bearing Company (ARB), a manufacturer of industrial bearings. ARB, which boasts a large U.S. installed base and strong aftermarket business, generated sales of more than \$30 million in 2022.

Avis forms recycling and waste equipment division

■ Avis Industrial Corporation has formed a recycling and waste equipment division, which brings together three wholly owned Avis subsidiaries: American Baler Company, Harris Waste Group and International Baler Corporation.

The three companies have been in business for 289 years combined, offer the largest breadth of recycled materials baling solutions, operate four manufacturing locations and support the largest global installed base of balers for recyclables. While each company will continue to operate individually, the new structure will bring to market unmatched recycling and waste compaction solutions. As a result of the divisional focus, the individual businesses will realize benefits through best practices sharing, process standardization, organizational optimization and consolidated corporate reporting.

“We began building our ownership position in these companies back in 1979,” said Greg King, president and chief executive officer of Avis. “As an industrial holding company focused on long-term investment and growth, Avis is committed to optimizing the value and solutions these companies offer to their customers and team members. Our capital base allows us to support their business operations, which ensures unmatched support for their customers.”

Based in Upland, Indiana, Avis Industrial is a privately held industrial holding company.

NYC Department of Sanitation fills two positions

■ New York City Department of Sanitation Commissioner Jessica Tisch announced the promotion of two long-time public servants to senior roles in the upper echelons of leadership of the nation’s largest municipal waste agency, swearing them into office in a ceremony at Sanitation’s headquarters.

Javier Lojan will serve as the Department’s first deputy commissioner, the highest civilian rank in the department. Commissioner Lojan will oversee all of the department’s administrative functions including operations management, human resources, policy, and strategic initiatives, among other areas.

Garrett O’Reilly will serve as chief of department, overseeing all uniformed and operational functions, including the bureau of cleaning and collection, safety and training, operations, and regulatory compliance, among other duties.

Commissioner Lojan is being promoted following the retirement of former first deputy commissioner Salvatore Ceraulo. O’Reilly’s position, chief of department, is a new role, and its creation brings the department in line with other uniformed agencies. Chief of department is now the highest uniformed rank within Sanitation.

A guy walked into a lumberyard and asked for some two-by-fours. The clerk asked, “How long do you need them?” The guy answered, “A long time. We’re going to build a house!”

Yanmar CE and ASV join forces to become partners

■ Yanmar Compact Equipment North America (YCENA), encompassing the Yanmar Compact Equipment and ASV brands, finalizes its status as a single legal entity. The major milestone comes three years after the Yanmar Group acquired ASV Holdings, Inc.

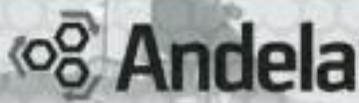
Now, the Yanmar Compact Equipment division in North America and ASV officially join to become YCENA.

Yanmar CE and ASV have operated as YCENA from a commercial standpoint since July 2020. The alignment as a single, legal entity allows for a better, more capable, and dedicated compact equipment entity focused on leadership in the North American compact equipment market. It will also allow a wider range of compact equipment offerings long-term, offer a single way for compact equipment dealers to do business with YCENA and strengthen the global Yanmar Compact Equipment team.

The Yanmar CE and ASV brands will remain distinct under YCENA with each brand retaining its product lines and dealer networks.


Currently, Yanmar Compact Equipment offers mini excavators, compact wheel loaders and tracked carriers with a focus on commercial construction, residential construction, utility and rental applications. ASV offers compact track loaders and skid steers popular in the landscaping and forestry markets.

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BRIEFS

RF Investment Partners invests in Ally Waste

■ RF Investment Partners, a provider of structured growth capital, announced a platform investment into Ally Waste Services, a nationally recognized, premium valet trash and recycling provider for multi-family housing communities, student housing, and senior living facilities.

Founded in Mesa, Arizona, Ally Waste's mission is to streamline and simplify property waste systems while elevating and adding value to the tenant experience. Ally Waste's professional and reliable valet servicers walk door-to-door collecting trash and recycling from residents – ultimately delivering waste to the appropriate facilities. For the last ten years, Ally Waste has promoted cleaner communities and increased property values through the most reliable and consistent service in the burgeoning valet trash industry.

VLS Environmental acquires SRE Environmental

■ VLS Environmental Solutions, LLC, a Houston-based environmental services company and a portfolio company of I Squared Capital, has acquired SRE Environmental, a waste management solutions company in Phoenix, Arizona.

SRE manages millions of gallons of commercial and industrial wastewater throughout the western U.S. utilizing its large fleet of tanker trucks and other related transportation equipment. The company also offers solid waste management solutions and other industrial services to serve the diverse and growing needs of its clients.

SRE's evaporation ponds provide safe, economic, and low carbon disposal solutions for compatible wastewaters. Using solar evaporation as the sole source of treatment, the facility is designed for zero discharge and zero processing. This provides clients with an environmentally friendly and a low-emission option for the treatment and disposal of compatible wastewaters.

The combined company has over 1,000 employees and 40 locations nationwide. The acquisition of SRE is the 12th acquisition by VLS since 2017 and the fourth in the last twelve months. VLS is actively pursuing both organic and inorganic opportunities to continue to expand its environmental services capabilities to support the waste industry.



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Legislative issues facing the automotive recycling industry

by MAURA KELLER

mkeller@americanrecycler.com

As new and used vehicle availability continues to be problematic for consumers, and as EVs begin to take hold within the automotive industry, the automotive recycling industry has taken center stage. In fact, automotive recycling is a vital component of the global economy.

With the increased visibility of the industry and the impact automotive recycling is having on the marketplace, several legislative issues have emerged that could significantly impact it.

From laws relating to vehicle emissions and fuel efficiency standards, to proper lithium-ion battery recycling and stormwater runoff regulations at auto recycling facilities, these standards and restrictions are something companies need to maintain compliance with or face hefty fines.

EV Compliance Issues

According to John Cooley, founder, chief of products and innovation, Nanoramic Laboratories, a company that manufactures EV batteries and works with auto makers and recyclers, the labor for battery recycling is costly and time consuming, so making battery recycling economical is a challenge.

“This is why legislation is important – for ensuring battery recycling is integration with battery manufacturing practices,” Cooley said. “The recycling process includes transportation, shredding, separation of materials, neutralizing hazardous substances, smelting, and more.”

The Strategic EV Management Act, meant to expand the reuse and recycling of end-of-life electric vehicle batteries in federal fleet vehicles, was passed by the U.S. senate in December 2022. The bill calls for “federal agencies such as the General Services Administration and the Office of Management and Budget to collaborate with the U.S. Environmental Protection Agency (EPA), manufacturers and recyclers to create a strategic plan for reusing and recycling EV batteries.” The updated version of the bill also calls for “guidelines for disposing electric vehicle batteries that cannot be reused or recycled.”

In addition, the Inflation Reduction Act (IRA), passed into law by President Biden in August 2022, requires that EV manufacturers source 40 percent of critical battery minerals domestically or with free trade partners by 2024. One of the key provisions for speeding the transition from internal combustion engines to electric vehicles (EVs) is a tax credit up to \$7,500 for U.S. consumers purchasing electric vehicles.

To stimulate domestic production of not only EVs but also their batteries, the IRA requires manufacturers to provide verifiable evidence that “large percentages of material sourcing and manufacturing take place within the U.S. or in a partner country with a free trade agreement.”

On the state level, in August 2022, the California Air Resources Board approved the California Governor’s Executive Order N-79-20 that estab-



The auto recycling world has been facing big changes in recent years and there’s no end in sight.

PHOTO BY KRISTEN RODZOS

lished a target of 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. These zero-emission vehicles (ZEVs) will further drive the advancement of charging and refueling infrastructure in California in order to support these vehicles. Other states are expected to pass similar measures in the near future.

Globally, there are proposed EU regulations that will require lithium-ion batteries to have minimum levels of recycled content (12 percent cobalt; 85 percent lead, 4 percent lithium and 4 percent nickel) in 2027. From 1 January 2035, these levels will be further increased (20 percent cobalt, 10 percent lithium and 12 percent nickel). This

effort, on the part of the European Commission is expected to have a trickle-down effect in other parts of the world, including the U.S. According to the European Commission, in order to have a significant impact on the EU battery market, “these are legally binding and adopted at the EU level. This modern regulatory framework is essential to provide legal certainty to the economic operators across the whole battery value chain, paving the way for necessary large-scale investments to respond to the market demand.”

To help automotive recyclers get up to speed and stay on top of the ever-changing EV battery regulations by state, the Automotive Recyclers’ Association provides a series of training

See AUTO RECYCLING, Page B6



Whether standard or self-service, auto yards will have to revamp their way of doing business to include alternative fuel vehicles and their various safe storage and processing needs.

PHOTO BY KRISTEN RODZOS

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GM partners to utilize U.S.-sourced lithium

General Motors Co. and Lithium Americas Corp. will jointly invest to develop the Thacker Pass mine in Nevada, which is the largest known source of lithium in the U.S. and the third largest in the world.

Under the agreement, GM will make a \$650 million equity investment in Lithium Americas, which represents the largest-ever investment by an automaker to produce battery raw materials. Lithium Americas estimates the lithium extracted and processed from the project can support production of up to one million EVs per year.

Lithium carbonate from Thacker Pass will be used in GM's proprietary Ultium battery cells. Lithium is a key material in lithium-ion batteries and stands up well to repeated charging and discharging (including enabling fast charging), delivers higher energy density, and offers more usable capacity than other battery types.

GM is launching a broad portfolio of trucks, SUVs, luxury vehicles and light commercial vehicles using the Ultium Platform, including the GMC Hummer EV Pickup and SUV, GMC Sierra EV, Cadillac LYRIQ, Cadillac Celestiq, Chevrolet Silverado EV, Chevrolet Blazer EV, Chevrolet Equinox EV, BrightDrop Zevo 400 and BrightDrop Zevo 600.

"GM has secured all the battery material we need to build more than one million EVs annually in North America in 2025 and our future production will increasingly draw from domestic resources like the site in Nevada we're developing with Lithium Americas," said GM Chair and chief executive officer Mary Barra. "Direct sourcing critical EV raw materials and components from suppliers in North America and free-trade-agreement countries helps make our supply chain more secure, helps us manage cell costs, and creates jobs."

"The agreement with GM is a major milestone in moving Thacker Pass toward production, while setting a foundation for the separation of our U.S. and Argentine businesses," said Lithium Americas president and chief executive officer Jonathan Evans.

GM's investment will be split between two tranches. The funds for the first tranche will be held in escrow until certain conditions are met, including the outcome of the Record of Decision ruling currently pending in U.S. District Court. If those conditions are met, the funds will be released and GM will become a shareholder in Lithium Americas. The escrow release is expected to occur no later than the end of 2023. The second tranche invest-

ment is expected to be made into Lithium Americas' U.S.-focused lithium business following the separation of its U.S. and Argentina businesses and is contingent on similar conditions, including Lithium Americas securing sufficient capital to fund the development expenditures to support Thacker Pass.

Production at Thacker Pass is projected to begin in the second half of 2026. In connection with the closing of the first tranche investment, GM will receive exclusive access to Phase 1 production through a binding supply agreement and has the right of first offer on Phase 2 production. Lithium Americas expects Thacker Pass to create 1,000 jobs in construction and 500 in operations.

GM has announced four U.S. cell plants with annual capacity of 160 gigawatt hours, including the Ultium Cells joint venture plant with LG Energy Solution in Warren, Ohio, which is in production, and additional JV sites in Spring Hill, Tennessee and Lansing, Michigan that are scheduled to open in 2023 and 2024, respectively. The first three Ultium Cells plants are expected to create 6,000 jobs in construction and 5,000 in operations.

GM is currently building EVs in two Michigan plants, one Tennessee plant and one Ontario plant, and its suppliers are investing to create a robust North America-focused supply chain for EV raw materials, processed material and components, with major projects under way in California, Texas, Ohio and Quebec.

REE Automotive names battery pack supplier

Microvast Holdings, Inc., a technology innovator that designs, develops, and manufactures lithium-ion battery solutions, and REE Automotive, Ltd., an automotive technology company and provider of electric vehicle platforms and EVs, have signed a supply and purchase agreement.

Under the terms of the agreement, Microvast, through its wholly-owned subsidiary Microvast GmbH, will offer MV-C Gen 4 HpCO high-energy lithium-ion battery packs, which will contribute as energy storage systems for "Powered by REE" EV platforms. Customers will benefit from this partnership by combining REE's zero-emission commercial vehicles with Microvast's battery technology that offers high energy density, high power performance, long cycle life, and fast charging capabilities (a full charge in 30 minutes).

With its vertical integration capabilities, Microvast is expected to provide proprietary battery technology and exceptional cell chemistry to fulfill REE's power, density, charging time, and cycle life requirements. Microvast batteries' outstanding safety characteristics sync with REE's goal of offering best-in-class safety for its EV platforms.

The REE P7 platform will be powered by Microvast's MV-C Gen 4. The REE P7 is suitable for applications such as commercial trucks, school buses, walk-in vans and delivery trucks.

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Legislation introduced to combat catalytic converter thefts

U.S. Senators Amy Klobuchar (D-MN), Mike Braun (R-IN), Ron Wyden (D-OR), and J.D. Vance (R-OH) introduced bipartisan, bicameral legislation to combat the rise in catalytic converter thefts. The Preventing Auto Recycling Thefts (PART) Act would ensure that law enforcement can more effectively address these thefts by marking each converter with a traceable identification number and establishing converter thefts as a criminal offense. Catalytic converters are required for compliance with federal emissions laws but are costly for car owners to replace.

“Throughout the country, we’ve seen an alarming increase in catalytic converter thefts. These converters can be easily taken from unattended cars but are difficult and expensive for car owners to replace,” said Klobuchar. “By making catalytic converter theft a criminal offense and ensuring each converter can be easily tracked, our bipartisan legislation would provide law enforcement officers with the tools and resources they need to crack down on these crimes.”

Catalytic converters are used to reduce the potency of toxic emissions from an internal combustion engine and required for vehicle compliance with the Clean Air Act. According to the National Insurance Crime Bureau, catalytic converter thefts rose by over 325 percent from 2019 to 2020. Replacing these parts imposes significant financial costs to vehicle owners, often between \$500 to \$2,300 and can even result in a total loss to the vehicle.

The PART Act would:

- Require new vehicles to have a Vehicle Identification number (VIN) stamped onto the converter to allow law enforcement officers to link stolen parts to the vehicle from which they originate;

- Create a grant program through which entities can stamp VIN numbers onto catalytic converters of existing vehicles;

- Improve record keeping standards for purchasers of used catalytic converters; and

- Establish enforceability of laws around catalytic converter theft by codifying these crimes as a criminal offense.

Representatives Jim Baird (R-IN), Betty McCollum (D-MN), Angie Craig (D-MN), Randy Feenstra (R-IA), and Michael Guest (R-MS) introduced companion legislation in the House of Representatives.



The platinum, palladium and rhodium contained in catalytic converters makes them easy targets for thieves.

PHOTO BY EXPANDABLEME

The bill has received the endorsement of the National Automobile Dealers Association, the American Truck Dealers (ATD), the American Trucking Associations (ATA), the Automotive Recyclers Association (ARA), the National Automatic Merchandising Association (NAMA), the National Independent Automobile Dealers Association (NIADA), the National Insurance Crime Bureau (NICB), the National RV Dealers Association (RVDA), the National Salvage Vehicle Reporting Program (NSVRP), NTEA — The Association for the Work Truck Industry, the NAFA Fleet Management Association, the Elite Catering and Event Professionals (ECEP), and American Property Casualty Insurance Association.

“Catalytic converter theft has been increasing exponentially in Minnesota and across the country, hitting both businesses and consumers alike,” said Scott Lambert, president of the Minnesota Automobile Dealers Association. “The current patchwork of state legislation leaves too many loopholes for criminals to exploit. Dealers across Minnesota thank Sen. Klobuchar for reintroducing the PART Act which will give law enforcement more tools to catch and charge criminals stealing catalytic converters.”

Novelis named ‘Supplier of the Year’ by Hyundai

Novelis, a sustainable aluminum solutions provider and leader in aluminum rolling and recycling, announced that it received the ‘2022 Supplier of the Year’ award from Hyundai Motor Group at the auto maker’s annual ‘Partnership Day’ held in South Korea on February 3.

Hyundai Motor Group honored Novelis in the material supplier category based on the comprehensive evaluation of all of its aluminum and steel material suppliers in the areas of supply chain reliability, quality and technical support. Novelis is the first-ever aluminum sheet provider to win the title of Supplier of the Year from the South Korean automaker.

Novelis currently supplies automotive aluminum sheet produced at its technically advanced rolling facility in Ulsan, South Korea, for inner and exterior applications for Hyundai Motor Group’s Genesis brand, as well as its electric vehicle (EV) models. Novelis’ high-strength, high-formability and lightweight aluminum solutions are applicable to various automotive parts such as hoods, doors, full body structures and EV battery enclosures.

“We are very honored to be the first aluminum sheet maker that has won this recognition as Hyundai’s partner for material innovation,” said Sachin Satpute, president, Novelis Asia. “With more than 50 years of experience and technical expertise in automotive aluminum production and recycling, we are looking forward to expanding our partnership with Hyundai toward our shared goal of carbon neutrality.”

Novelis is the world’s largest supplier of aluminum sheet to the automotive industry and is the only aluminum supplier with automotive sheet capacity on all three major auto-producing continents – Asia, Europe and North America. Novelis has established the world’s first and largest closed-loop recycling system for automotive aluminum. In Ulsan, South Korea, Novelis is currently building a new \$50 million aluminum recycling facility. With an annual casting capacity of 100 kilotonnes of low-carbon sheet ingot, the center is expected to reduce Novelis’ carbon emissions by more than 420,000 tons each year.

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EQUIPMENT SPOTLIGHT

Crushers Balers

by MARY M. THORNTON

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Although a Reuters report notes that the average age of a vehicle in the United States hit a record in 2020 of 12.1 years, the U.S. still junks approximately 12 to 15 million cars annually. They are the most plentiful recycled consumer item in the world, which results in over 14 million tons of recovered steel. For those in the

machine structure to remain intact. As the machine rams advance, material volume is compacted after already being reduced by the side lids of the machine. This process of forward and backward movement is powered by hydraulic cylinders. The pusher rams are also lined on all external faces with Hardox wear plates to avoid wear due to contact with the material being baled. This

ity to adjust the pressure allows an operator to make either a loose or a tight bale with the Iron Pack Baler.

“We know what processors are looking for when it comes to a baler. We have roots in scrap metal recycling, and we use the products in our scrap operation every day. Our customer service sets us apart from other manufacturers. Many of our service employees have been with us over 25 years. They not only know the machines, they get to know customers and the operators, too. We are available on the weekends as well. We realize that issues sometimes appear at an inconvenient time, so we’re available almost 24/7 to help our customers resume their operations.

“Our Iron Pack Baler is a high-speed product. Average baling time is approximately one minute and our customers see an increase in tons processed after adding this machine to their operation. Setup time is minimal with all of our balers. Upon arrival at the jobsite, you will be ready to operate in just minutes,” Kitchens added.

He noted that baler sales continue to increase as yard owners realize the need for them, and how “with a car crusher you are limited to crushing cars. With a baler you can process cars, white goods, loose iron and more. A baler is a versatile machine that can help process various streams of scrap. A lot of customers have discovered how they can purchase more and/or different types of material than

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Imabe

industry who are in the business of that recovery work, there are a number of machines available to help.

The Imabe CH-5000-HD baler for vehicles and scrap in general, “is carefully designed and meticulously constructed, and has passed ISO 9001 quality requirements and limit performance tests prior to sale. This practice ensures that our products include sound technology and proven performance,” explained Cesar Benitez, chief operating officer.

The CH-5000-HD model’s main body houses the chamber or feeding and precompacting area. The level of over-sizing of baler components is 1:3. Moving parts of the machine include precompression side caps and compaction rams. Feeding and compression tasks are performed simultaneously but independently. The chamber that encloses these functions is a base of two longitudinal side walls articulated by robust hinges and two hydraulic cylinders at each side. Two mobile rams inside the machine compress vehicles longitudinally. All baler elements in contact with material processed are protected by Hardox 45 wear plates, which allow the

static model is super-reinforced and so can process packing material (such as corrugated steel bars) with a hardness of 56kg. This allows the machine side cylinders to be protected throughout operation so that rod components are never damaged. The entire machine cycle is very rapid because movement is reduced in both the advance and retreat functions.

According to John Kitchens, president of Iron Ax, “We offer a 20’ and a 16’ baler. Our balers feature a Cummins engine, and the baler we currently manufacture features an automatic cycle and remote control. The latter is rechargeable, and it has a longer range than previous models offered.”

Kitchens also mentioned how the baler system allows the remote control to communicate with the engine via a CAN network. The future evolution of this control system will feature optional systems such as remote diagnostics and GPS tracking. On board diagnostics via a control panel display will also be offered, which in turn will make setting hydraulic pressure easier than ever before. The abil-

they could prior to running a baler, which allows them to process the materials with ease.”

The RM Johnson portable E-Z Log Baler produces a bale in a fast, neat process. “It is ready to operate, after a fluid level check and a user can move the grapple crane up to 400°, reach out 23’ and lift 2,000 lbs.

See CRUSHERS/BALERS, Page B5



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Hyundai Motor promotes recycling through initiative

Hyundai Motor Company is helping to address mounting concerns about pollution and waste in Indonesia through the global 'Hyundai Continue' initiative that focuses on creating a circular ecosystem by upcycling discarded waste into valuable products and resources.

Hyundai Continue encompasses a variety of global Creating Shared Value (CSV) activities that are being carried out with local communities and non-governmental organizations (NGOs) around the world, such as areas of Java and Sumatra, Indonesia. The initiative is so named because it aims to "continue to take care of the planet, innovate for new mobility and create hope for future generations."

Indonesia is a key hub for Hyundai Motor's future mobility strategy, to help establish an EV ecosystem there. The four Hyundai Continue projects underway also play an important role and further help to create a sustainable future in Indonesia.

The first Hyundai Continue project in Indonesia is an eco-village creation project – the first of its kind implemented in Indonesia and one of the key plans of the Bekasi Regency government in West Java for 2022. The project entails the installation of plastic waste collection boxes, establishment of a recycling center, implementation of environmental protection education and commercialized production of goods from upcycled waste.

The second Hyundai Continue project in Indonesia promotes plastic waste collection and upcycling in northern and southern Jakarta. This project will help solve the problem of waste disposal through the installation of Hyundai Continue plastic collection boxes at 15 public schools and public

spaces. The program includes basic environmental education for local children, adolescents and young families and enables the commercialized production of goods from upcycled plastic waste. All these measures are underway and expected to be in place by the end of the year as a pilot project.

The third Hyundai Continue project will convert livestock manure into biogas to produce electricity as part of a circular ecosystem in Lampung Regency on the island of Sumatra. The aim is to improve the community environment through waste disposal, create jobs for infrastructure operation, turn discarded waste into biogas and use it as power to restart facilities, and turn discarded waste into solid fuel to use as fertilizer for agricultural purposes. Moreover, the ultimate goal for Hyundai is to operate the biogas facility until the end of this year, and have the local community to eventually operate the facility by itself, starting next year.

The fourth Hyundai Continue project is the donation of 190 desks, 190 chairs and 20 bookshelves to public schools in communities near Hyundai Motor's new manufacturing plant. Hyundai Motor Manufacturing Indonesia (HMMI) is working with a local furniture manufacturer to build the furnishings from approximately 15 tons of wood waste from the plant. When completed, the plant will deliver the furnishings to two primary schools and one vocational high school in Cikarang and nearby Pasiraji and Sukamukti.

Through these and future CSV projects, Hyundai Motor will continue to promote a circular economy with a focus on the core tenets of the Hyundai Continue initiative.

Automotive trends report published

The U.S. Environmental Protection Agency (EPA) released its annual Automotive Trends Report, which shows that model year (MY) 2021 vehicle fuel economy remained at a record high while emission levels reached a record low. The report also shows all 14 large automotive manufacturers achieved compliance with the light-duty greenhouse gas (GHG) standards through at least MY2020.

Key highlights of the report:

- For MY 2021, vehicle fuel economy remained at an all-time high of 25.4 miles per gallon (mpg), and new vehicle real-world carbon dioxide (CO₂) emissions decreased to a record low of 347 grams per mile (g/mi).

- All vehicle types are at record low CO₂ emissions; however, the market shift away from cars and towards sport utility vehicles and pickups has offset some of the fleetwide benefits.

- Since MY 2004, average fuel economy in the U.S. has increased by 32 percent, or 6.1 mpg.

- The average estimated real-world CO₂ emission rate for all new vehicles fell by 2 g/mi to 347 g/mi, the lowest ever reported.

- Since MY 2004, CO₂ emissions have decreased 25 percent, or by 114 g/mi. Over that time, CO₂ emissions have been reduced in 14 of the past 17 years.

Overall, advancements in technology are helping industry reach these carbon reduction achievements. In model year 2021, hybrid vehicles reached a new high of 9 percent of all production. These vehicles can use a larger battery to recapture braking energy and provide power when necessary, allowing for a smaller, more efficiently operated engine. The combined category of electric vehicles, plug-in hybrid electric vehicles, and fuel cell vehicles increased to 4 percent of nationwide production in MY 2021.

This annual report is part of EPA's commitment to provide the public with current information.

Crushers/Balers

Continued from Page B4



The R.M. Johnson Co.

By selecting the metal type and volume of each bundle, a user can produce log bales to fit the requirement of the desired market and the E-Z Log Baler can operate from the control platform. The unit can be moved to the same location as the scrap that must be processed. We offer three other logger models as well," stated Dave Van Vleet, sales manager. He continued, "Even expensive machines are worthless if the final product can't be shredded. Our innovative hydraulic compression sequence solves this problem. Once loose scrap is loaded onto the baling chamber, the E-Z Log, as opposed to mere compressing, produces a log that will stay together even when dropped. Yet the rolled logs remain loose and low density enough

for a 1,500 h.p. shredder to easily process them."

Van Vleet touted the simple but unique design of the machine, with easily accessible components, which aids trouble-free operation and servicing. "Fewer moving parts and smaller hydraulic cylinders produce a better bundle at a lower processing cost than other loggers. All of the hydraulic cylinders are manufactured with high-grade, seamless, polished steel at our factory. All E-Z Log Balers also use standard parts and components. Operating instructions are provided by our trained specialists and baler options include stationary or portable; diesel, gas or electric engines. Custom designs and specifications are also available," he said.

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DEVELON INTRODUCES THE NEW DX89R-7 MINI EXCAVATOR

Develon (formerly Doosan Infracore construction equipment) adds a stronger machine to its offerings: the DX89R-7 mini excavator. This next-generation mini excavator is available in the United States and Canada.

The new DX89R-7 mini excavator replaces the DX85R-3 and includes many of its predecessor's features with enhancements, such as greater lifting capacity and more horsepower. This nimble machine is equipped with a family of products, including a Develon engine and diagnostics tool. The mini excavator boasts a reduced-tail-swing feature, permitting more power in smaller work-sites.

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STELLAR INTRODUCES SIX NEW LIGHTER TELESCOPIC CRANES

Stellar, a manufacturer of mechanic trucks and cranes, tire service trucks, hooklifts, roll-off cable hoists, and trailers, is launching six new telescopic cranes utilizing the exclusive CDTpro Remote with Range Finder to the marketplace.

With a sleek new design, the Stellar 96 Series, 106 Series and 126 Series cranes feature a reduced weight of nearly 13 percent (330 lbs.) for the 30' cranes and about 10 percent (210 lbs.) for the 21' cranes, while maintaining strength. Improvements include updating the boom from a hexagonal design to an octagonal design and decreasing the size of the boom tip.

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XL SPECIALIZED TRAILERS LAUNCHES GUARDIAN HDG TRAILER

XL Specialized Trailers, a manufacturer of heavy haul and specialized trailers, introduces the XL Guardian 110 HDG trailer, a standardized construction trailer that is readily available at dealer locations. Each aspect of this low-profile, hydraulic detachable gooseneck lowboy was designed with the user in mind, and it's made to simplify the process of hauling construction equipment.

Built to last, users can be confident in the Guardian's longevity as they haul load after load. The Guardian trailer is 53' long and has a capacity rating of 110,000 pounds in 12' concentrated.

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Cox Automotive presents 2023 sustainability award

Cox Automotive presented its annual Leader in Sustainability Award to Mark Miller Subaru, a dealership with two locations – Midtown and South Towne – serving communities along the Wasatch Front in north-central Utah and throughout the state.

The Cox Automotive Leader in Sustainability Award recognizes a dealership for outstanding in-dealership sustainability programs related to waste reduction, energy or water conservation and focused on innovation, creativity, and engagement with its employees and the community.

In addition to sustainability, Mark Miller Subaru is dedicated to corporate and social responsibility and the family has made these areas a priority since they entered the automotive industry in the 1930s. As a benefit corporation, the Mark Miller Subaru corporate charter states that its No. 1 priority is not making money. Instead, the dealership considers society and the environment ahead of profits. Mark Miller Subaru has donated over \$3.2 million to charity since 2010 to help people, pets and the planet.

Auto recycling ■Continued from Page B1

modules and certification programs for the EV segment of the industry.

Other Legislative Efforts

In addition to the wealth of attention being paid to the proper handling, recycling and disposal of EV batteries on the part of automotive recyclers, the industry is also facing additional environmental regulations, such as bans on the use of certain hazardous materials or chemicals, when dealing with certain parts or materials used in recycling. In order to meet these environmental regulations automotive recyclers will need to invest in additional safety protocols and equipment.

One area of concern that impacts automotive recyclers is in the area of catalytic converter theft. As we've seen in recent years, the theft and trafficking of catalytic converters are at an all-time high. To assist law enforcement nationwide with the growth of catalytic converter theft the Preventing Auto Recycling Theft (PART) Act was recently introduced in the U.S. Senate. The PART would require catalytic converters to be marked with identification numbers on most vehicles. As part of the Act, automotive recyclers would be responsible for record-keeping improvements for the catalytic converters they handle.

Many states have also introduced their own legislation intended to curb catalytic converter theft. For instance, Minnesota proposed legislation that restricts automotive recyclers from buying catalytic converters without documentation about how it was obtained by the seller. And in New Jersey, a proposed bill states that "a core recycler is not permitted to purchase or attempt to purchase a catalytic converter, in whole or in part, if the catalytic converter is not attached to a motor vehicle at the time of sale or attempted sale, unless the seller is a used automotive parts dealer or an automotive repair company."

Because of the chemicals and solvents automotive recyclers handle on a regular basis, the industry is also facing evolving environmental compliance rules. The Clean Water Act, for example, states that operators of "discharges associated with industrial

activity" are required to obtain a National Pollutant Discharge Elimination System permit to regulate storm water pollution runoff. As part of this Act, automotive recyclers are required to have storm water pollution prevention plans in place.

To further help auto recyclers navigate this particular compliance arena, the EPA sponsors partnerships with industry, academic institutions, environmental groups, and other agencies to provide 15 sector-specific Compliance Assistance Centers. On specific center, the Environmental Compliance for Automotive Recyclers Center (ECAR) was established by the EPA and the Automotive Recyclers Association to provide state-by-state breakdowns of environmental compliance requirements specific to the states in which the automotive recycler is operating.

In October 2022, the EPA joined industry stakeholders in renewing a memorandum of understanding (MOU) with the National Vehicle Mercury Switch Recovery Program (NVMSRP) to reduce mercury air emissions. Initially developed in 2006, the NVMSRP MOU is a collaboration to reduce mercury air emissions by removing mercury from the stream of steel scrap originating from the retirement of cars and trucks. To date, the program, which involves more than 10,000 recyclers, has prevented the release of more than 8.2 tons of mercury into the atmosphere by removing and recycling more than 7.4 million automotive mercury switches.

Robin Wiener, ISRI president, said, "The extension of the National Vehicle Mercury Switch Recovery Program assures continuity of an important program for recyclers, the steel industry, and the auto industry, that benefits the environment. The program continues the safe and secure removal of mercury switches from vehicles. ISRI members who handle end-of-life vehicles will be able to continue to participate in and benefit from this valuable environmental program. We are proud to continue our partnership with the EPA and other signatories on this very important effort."

Vivander German Auto Recycling named top quality auto recycler

Vivander German Auto Recycling was recognized as one of the premier used auto parts companies in Novelty, Ohio. With a long history of providing quality customer service and reliable car parts to the community, Vivander has become a trusted name for those seeking used car parts in Novelty.

Vivander is family owned and operated by local residents who are passionate about their business and dedicated to providing quality service at an affordable price. The team at Vivander takes time to understand each customer's individual needs while delivering fast turnaround times and excellent customer service.

Vivander specializes in foreign car parts, offering a variety of products

ranging from engines, transmissions and brakes to tires, wheels and even windshields. They also stock a selection of domestic auto components as well as some hard-to-find speciality items such as catalytic converters or airbags for older models. All their used car parts are backed by an industry-leading warranty that guarantees customers get exactly what they pay for.

In addition to quality auto parts, Vivander also offers services such as oil changes and routine maintenance on cars purchased from them or any main dealership in the area. Their experienced technicians provide fast and reliable repairs that can help keep your vehicle running smoothly for years to come.

First Hydrogen unveils next generation zero emission vehicle

First Hydrogen Corp. unveiled new images of the company's next generation vehicle. First Hydrogen is working in collaboration with global mobility engineers, EDAG Group, to design the second generation of light commercial vehicles (LCV). The Generation II concepts have been developed following the success of First Hydrogen's Generation I fuel cell electric vehicles (FCEV), which are currently undergoing mileage accumulation and testing. The Company's two Generation I LCVs were launched in 2022 as technical proof of concept and are attracting interest from major fleet operators. Members of the UK Aggregated Hydrogen Freight Consortium (AHFC), including national supermarket brands, roadside assistance providers, utility companies and parcel delivery operators, are undertaking operational trials this year.

The latest images present the van in silhouette, revealing the clean, aerodynamic design. The visuals show First

Hydrogen's signature daytime running lights and vertical tail lights, which ensure visibility in urban landscapes and provide the vehicle with a recognizable identity. The scalable design has been optimized for flexible-use large panel vans suited to fleets operating in the delivery, roadside assistance, grocery, construction & utilities and healthcare sectors.

The global light commercial vehicle market is projected to reach \$751.86 billion by 2030, increasing at a compound annual growth rate of 5.1 percent during the forecast period (2022-2030). As well as advances and investment in energy and automotive development from entrepreneurial forward-looking businesses such as First Hydrogen, growth will be fueled by zero emission targets, government incentive schemes and infrastructure investment. First Hydrogen is targeting the commercial van market and LCV sector to support fleet transition to zero emission transport.

Renault, Nissan hammer out agreement to reshape alliance

Renault and Nissan unveiled details of how they will reshape their troubled alliance to ease longstanding tensions and allow the partners to move forward as the industry shifts to electric, software-defined vehicles.

Under the agreement Nissan will buy a stake of up to 15 percent in Renault's electric-vehicle business Ampere. The alliance's junior partner, Mitsubishi Motors, will also consider investing in Ampere.

The companies had previously announced that Renault will reduce its

stake in Nissan to 15 percent from about 43 percent now. Renault will transfer 28.4 percent of Nissan shares into a French trust, making the two more equal partners in the alliance.

The agreement includes new and existing joint ventures such as several models in South America and India from joint platforms, as well as in Europe, including an electric van called FlexEVan. In Renault's core region of Europe, the partners will also collaborate on EV charging and recycling.

SALVAGING MILLIONS

by Ron Sturgeon
Autosalvageconsultant.com

Can you keep all the balloons in the air?

Business is complicated and it's certainly not for the faint hearted. Many of my friends say that the reason that I was so successful is because I was so creative, innovative and willing to try new things.

You should be open to trying new things and experimenting. It's also important to note though that there is no time for micromanagement and that there are lots of "balloons" to manage and moving pieces in a business. Depending on the quality of your help, and your ability to delegate, many of those matters require almost no attention. Some of them, however, require attention almost daily.

In this regard, remember that people let us down, but processes don't. The takeaway: try to make everything possible, a process. For instance, once I wanted my sales people to mail something, several pieces each day to their favorite customers. I would ask each of my sales people in the weekly meeting, "How many pieces did you send this week?" They would say, "Some."

I knew what that meant. Some had sent many pieces; most had sent almost none. One thing was for sure. I didn't have time to babysit the sales people and go around and ask them how they sent letters, ask them how many letters they had sent or even ask them to show me the letters they had ready to send.

I decided to make it a process. I simply put a little sorting rack on the counter by the outgoing mail. For each of the slots, I put a salesperson's name. Most days, as I went through the lobby, I would glance at the rack. It was easy to see which slots had lots of envelopes in them, and which slots had almost none. With that information, I knew exactly which person or persons I needed to talk to.

By making it a process, I reduced what could have been a 15 to 30-minute task to 30 seconds. This balloon would need almost none of my attention. It didn't take but a few days for the rack to be full at the end of each day, with zero effort by me or my sales manager.

Some tasks are just more important than others. How many vehicles are being dismantled daily? How much cash is in the bank? You'll need to decide which items are most important or least important, and how many times per day, per week, per month, or per year you need to touch a balloon.

Another good example: I had my controller put the metrics worksheet on my desk for operating by the 5th of the month and for financial metrics by the 10th of the month. In two minutes, I could review the metrics as compared to prior periods and find out which balloons needed to be touched immediately. Most get their financials a month or two after the fact, or maybe never, but wonder why they can't do better. When you review them one month late, you will get 6 whacks at problem solving annually. When you review them at the beginning of the month, you get 12 whacks, and much better results. You can also see what worked and what didn't in a timely manner, and adjust again.

I think it's beneficial to put balloons in a list and think about how often they need to be touched, noting that beside each item. I think you will find that you have more time than you thought and can touch the most important balloons regularly as needed, but seldom touch others.

Make your life simpler but make yourself more effective by determining which balloons need to be touched and how often.

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.

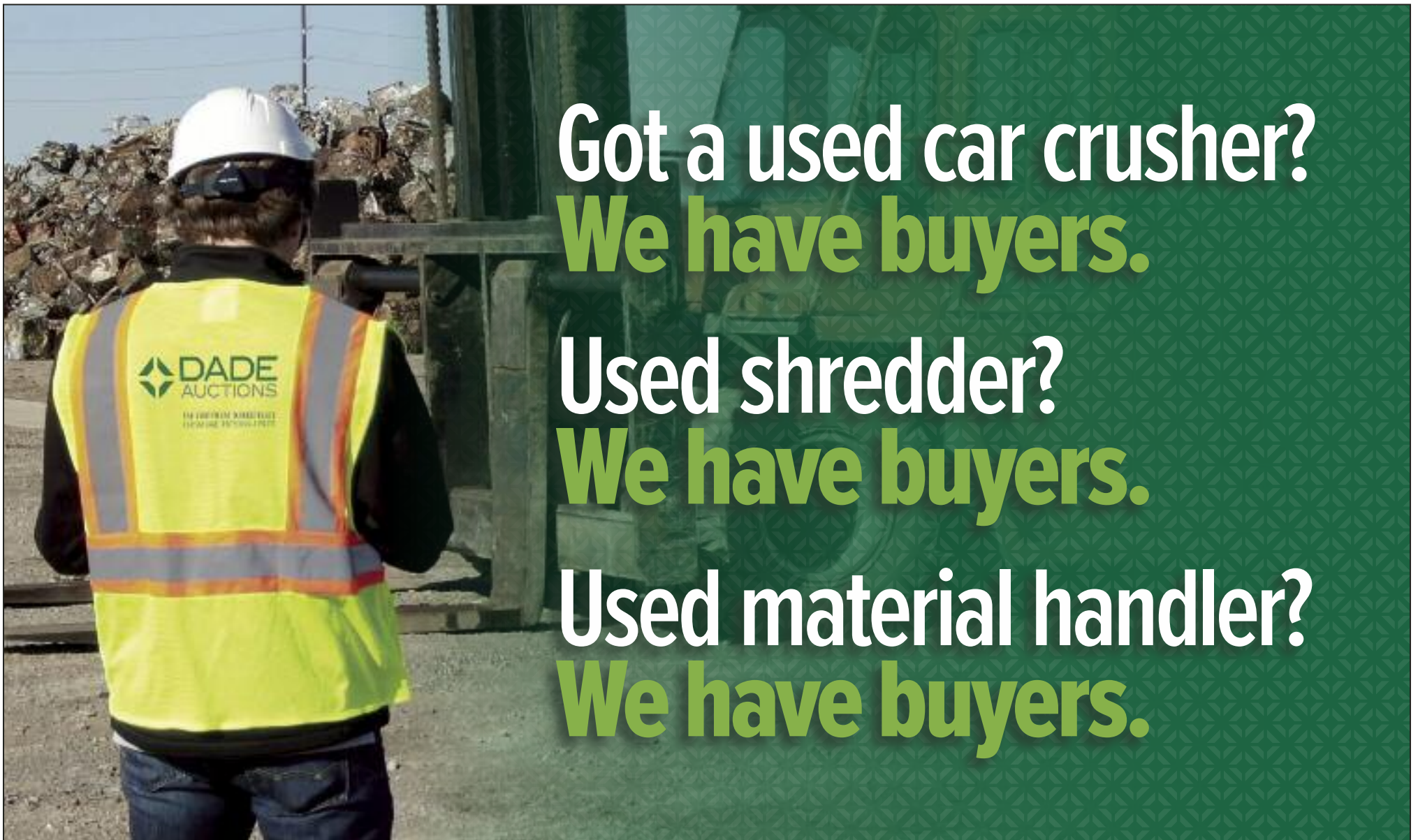
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