ECOS Weighs In On Solid Waste Definition

On March 23, the Environmental Council of the States (ECOS) voted, without opposition, on their Resolution (09-7) on a recommended approach to deal with the definition of solid waste under sections of 112 and 129 of the Clean Air Act.

In Resolution (09-7), ECOS urges U.S. EPA to create a subcategory under section 129 of the Clean Air Act (CAA) rules for combustion of whole waste tires as alternative fuel and regulate this combustion similarly to the CAA, section 112 standard for maximum achievable control technology (MACT), or, in the alternative, exclude whole tires from the definition of solid waste at the point of combustion.

ECOS Resolutions are intended to guide States as they respond to questions from the agency. Continued page 3...

ISRI Releases Carbon Footprint Study For Tire Recycling

Environment Can Benefit From Increased Rubber Tire Recycling

With the world looking for every means available to reduce greenhouse gases, a November 2009 study found that tire recycling is beneficial for the environment by reducing greenhouse gases.

Carbon Footprint of USA Rubber Tire Recycling 2007 performed by The Institute for Environmental Research and Education (IERE) is an analysis method in conformance with applicable international standards for life cycle assessment and carbon foot-printing.

"Where the rubber meets the road is truly a win-win for everyone," Gary Champlin of Champlin Tire Recycling and incoming chair of the Scrap Tire Processors Chapter of the Institute of Scrap Recycling Industries (ISRI) said. "Based on the IERE study, any federal or state legislation passed with a preference for rubberized asphalt would definitely have an environmental benefit with up to seven times carbon reduction. Continued page 12...

California Expands Tire Processing Capacity

Three new crumb rubber processors have received waste tire facility permits and equipment loans from CalRecycle in recent months and have begun phasing in operations to produce crumb rubber from scrap tires. The California Tire Report reported that Bulldog Rubber & Recycling of Vista, CA, which received a Minor Waste Tire Facility permit last summer and a $2 million loan under the Tire Equipment Loan Program, will be accepting passenger, light truck and large truck tires on April 1.

The company, which has invested $4.6 million into tire processing equipment (including the $2 million loan), plans to sell its product to the asphalt rubber and mulch markets.

Tri-C Manufacturing, Inc. of West Sacramento, recently received its Major Waste Tire Facility permit for storage of up to 10,000 PTEs. Continued page 7...
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EPA Advances Rule That Could Make It Difficult To Burn Tire Fuels

The EPA sent to the White House for review a proposal to define non-hazardous solid waste under the Resource Conservation & Recovery Act (RCRA) that determines which materials that are burned as fuel qualify as waste and are thus subject to stricter air rules for incinerators. Those materials burned as fuel that are not defined as solid waste under RCRA escape regulation under the pending strict new source performance standards for incinerators issued under section 129 of the Clean Air Act (CAA).

Instead, they are subject to less stringent standards for boilers under section 112 of the CAA. Industry and states worry about the negative economic impacts if materials such as tires or sewage sludge that are often burned as fuel become subject to stricter emissions rules that precludes their future use as fuel. The EPA has promoted the use of tires as fuel as an environmentally sound alternative to disposal in landfills.

The agency supports the responsible use of tires in Portland cement kilns and other industrial facilities that have a tire storage and handling plan, have secured permits for all applicable state and federal environmental programs; and are in compliance with permit requirements. Environmentalists complain that they emit toxic contaminants that can disproportionately impact low-income communities. Industry has also complained that EPA’s delay in proposing rules has stalled project investments in a poor economy and related air quality benefits achieved by moving away from fossil fuels.◆

Source: Waste Business Journal

ECOS Weighs In, continued from page 1...

and react to environmental situations, including proposed regulations.

As part of the rulemaking, U.S. EPA is considering whether materials such as whole waste tires used in combustion devices should be classified as solid waste under RCRA, thus requiring processing (e.g., chipping or shredding) prior to use as a fuel in combustion devices. (see story this page).

Some states with independent waste tire programs have suggested that the federal definition of solid waste under RCRA should be amended to exclude whole tires so that no chipping or shredding is required prior to use as a fuel in combustion devices.

States that do not have independent waste tire statutes are concerned about their ability to regulate whole tires as solid waste if whole tires are excluded from the definition of solid waste. In either case, states are operating waste tire disposal programs that are protective of the environment.◆
Novo Energies Cancels TDF Deal

Novo Energies Corporation, Montreal, Canada has terminated its Agreement with Colorado Tire Recycling to supply tire derived fuel (TDF) to Novo’s wholly owned subsidiary WTL Renewable Energy, Inc.

The WTL intends to plan, build, own and operate renewable energy plants throughout North America that will transform tires to liquid fuels, energy, carbon black, steel, and waste plastics according to the company’s website.

“We have recently visited or discussed arrangements with other suppliers of TDF in Colorado, South Carolina, Florida, Quebec, and Mexico, and believe we should have little difficulty in obtaining a consistent long term supply of TDF from reputable suppliers at reasonable prices,” Antonio Treminio, Chief Executive Officer of Novo said.

Nova Scotia Okays Tire Recycling Contract

The Province of Nova Scotia has cleared the way for Halifax C&D Recycling Ltd to begin shredding more than 900,000 scrap tires collected in the Province annually after the company’s bid was challenged by competitors who claimed their proposal was better and cheaper.

Provincial officials reviewed the bidding process and supported the contract award saying there were other important factors besides price, such as the ability to find markets for the gravel. It said C&D scored the highest in the bid process.

Under the five-year deal, C&D will shred tires at its facility in Goodwood and produce rubber gravel for road construction and septic fields. The company stands to make up to $1.95 per tire, depending on how many tires are collected and shredded, as well as how much gravel is sold.

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U.S. Rubber Reclaiming Seeks Buyer

USRR has been reclaiming various scrap rubbers for over 100 years. The business involves butyl rubber reclaiming, as well as manufacturing high quality rubber mulch for playground surfacing, landscaping and a multitude of other uses.

Last month, Vicksburg, Mississippi-based Rubber Reclaiming, Inc., (USRR) announced it had retained Equity Partners, Inc., Easton, MD to seek a buyer for its rubber reclaiming and rubber mulch business.

Equity Partners is an investment banking firm which specializes in helping firms in financial distress find a buyer. Located just south of Vicksburg, Mississippi on US Highway 61, U.S. Rubber Reclaiming, Inc., owns over 12 acres of land and has nearly 87,000 square feet under roof in two contiguous plants.

Extensive factory rehabilitation in the ’90s increased production capacity to over 2.2 million pounds for butyl rubber reclamation per month. USRR’s reclaimed rubber products are 100 percent free of foreign matter and customized for each client’s individual specifications.

Current management would like to continue operations with a new owner or partner in place, focusing on the natural rubber mulch business, according to Don LaGrone, President of USRR. “The company has almost 30 million pounds of natural rubber tubes on site, ready to be processed.

We continue to feel there is a very good business opportunity in converting this material into a high quality, 100 percent wire free mulch product,” LaGrone said.

USSR is operating under a forbearance agreement from its bank, which has discontinued funding, LaGrone said. The company is leaving the butyl reclaim business mainly because its largest customer, Goodyear, has sought cheaper supplies of butyl reclaimed rubbers overseas.

According to Matt LoCascio, a Partner at Equity Partners, Inc., “This is an excellent opportunity to capture a well recognized name in the industry, a staff with decades of rubber reclaiming expertise, and excellent manufacturing capacity.”

LoCascio is hoping to find a buyer in the next six weeks. If a buyer is not found, Equity Partners will likely begin liquidation of the business.

Several organizations have expressed interest, but no offers have been made yet, LaGrone said. ◆
London Olympic Bridge To Use Recycled Rubber Surface

As London readies for the 2012 Olympic Games a key footbridge that will use colored recycled rubber surfacing in the center of the Olympic Park was set in place last month.

The Central Park footbridge spans the River Lea at a focal point between the Olympic Stadium and Aquatics Centre, and features both permanent and temporary elements.

During the games a temporary deck will be placed between the permanent spans of the bridge to increase the width, allowing it to carry increased spectator numbers. The temporary bridge deck will be surfaced with a recycled rubber material featuring colors of the five Olympic rings.

The Central Park bridge was designed by Dublin-based Heneghan Peng Architects, with Adams Kara Taylor Engineers. Construction started in March 2009, and the bridge is scheduled to be complete by the end of 2010.

ISRI's Features Tire Recycling Program

The Rubber Division of the Institute of Scrap Recycling Industries (ISRI) is holding a number of tire recycling workshops as the 2010 ISRI Convention next month in San Diego, CA, May 4-8. The Spotlight on Rubber will focus on policy issues surrounding rubberized asphalt, its benefits and why state are using it.

In Markets for Recycled Rubber Surfacing presenters will look at the growing opportunities for processed tire rubber in athletic and recreational surfaces including rubber playground mulch, pour-in-place surfaces, and crumb rubber infill in synthetic turf fields. Combustible dust is a serious problem for tire recyclers.

A workshop panel will look at specific control procedures that can be implemented in this operation. Tire and Plastics will focus on applications that mix scrap tire rubber with plastic and scrap plastic with rubber in the manufacture of products for automotive, transportation and marine uses among others. See www.isri.org for details.
California Expands Tire Processing Capacity, continued from page 1...

The California Department of Resources Recycling and Recovery (CalRecycle) also awarded a $635,000 loan for tire recycling equipment to Tri-C Manufacturing. The loan will allow the company to create 13 new jobs and keep 2.6 million tires out of landfills.

"Not only does this loan help stimulate California’s economy through job creation, it helps protect the environment by giving scrap tires new life," Margo Reid Brown, CalRecycle’s acting director said. "We look forward to helping other California businesses expand their operations in ways that reduce waste and encourage product reuse and recycling."

Funding for the tire equipment loan comes from the Tire Recycling Management Fund. Tri-C Manufacturing will use the loan to expand its crumb rubber processing operation which an ambient system to produce rubber for asphalt rubber. TRI also plans to make rubber mulch. The loan will also pay for the completion of a production line including a conveyor system, a truck and tractor that meet state emission standards, and a magnetic cross belt separation system.

reRubber LLC, the newest crumb rubber processing facility in southern California, received its Minor Waste Tire Facility permit last month. A Minor WTF permit allows a company to stockpile from 500 to 4,999 PTEs at any one time.

reRubber officials began preparing the facility in late 2008 and started testing equipment and setting up accounts last year, the California Tire Report stated. Now, the company begins its commercial operations at its operating facility located on a 2.28 acre site in Ontario, California that includes a permitted storage area and a 42,000 sq. ft. processing and manufacturing plant.

reRubber processes only truck tires with an ambient grind system so that only black crumb rubber, from 3 mm to 30-mesh product emerges. All steel is recycled at an end user facility. The feedstock reRubber produces will be used in such tire-derived products as landscaping, molded products, turf and traffic safety products to name a few, according to the California Tire Report.

RAC Canada Announces Rubber Recycling Symposium

The Rubber Association of Canada (RAC) will hold the 2010 Rubber Recycling Symposium Sept. 29-Oct. 1 in Toronto. Theme of the symposium, which will take place at the Sheraton Center Hotel, is “The Evolution of Tire Recycling.” It is jointly sponsored by the RAC, the Rubber Manufacturers Association and Ontario Tire Stewardship.

The program includes a panel of experts from the U.S., Canada and Europe to identify global challenges and trends; a look at the Ontario Tire Stewardship program; sports surfacing and playground fill; and tire-derived fuel, among others. To register or for more information, visit www.rubberassociation.ca or call 905-814-1714.
States Seek Energy Credits For TDF

North Carolina Power Plants To Get Green Energy Credit

The North Carolina Utilities Commission is allowing power plants in Roxboro and Southport to earn green energy credit for the tire-derived fuel (tdf) they burn to produce electricity, according to recent news reports.

Because tires contain some natural rubber, commission members decided that the plants, owned by CPI USA, should get renewable energy certificates for burning tdf to generate electricity, the News Observer reported. The plants burn coal, wood and shredded tires, and they will get the certificates - commodities they can sell - for the wood and the proportion of the tire scraps that contain natural rubber.

The Utilities Commission is responsible for implementing a 2007 law requiring power companies to generate more energy from renewable sources, including the sun, wood and wind. At the times the legislation was passed in 2007, the question of whether to classify used tires as organic or a renewable energy resource never came up.

Under the law, Progress Energy, Roxboro, NC and Duke Energy, Southport, NC must derive 12.5 percent of their electricity from renewable sources and efficiency programs by 2021. Municipal utilities and electric cooperatives must also meet renewable energy and efficiency goals.

Utilities can meet their requirements by generating their own renewable energy, purchasing it or buying renewable energy certificates of the kind the CPI USA plants and other power producers earn. The value of credits varies according to the type of energy. No values for how much energy from tires would be worth were given.

According to a Utilities Commission report, the Roxboro and Southport plants are the first in the state to ask that shredded tires count as renewable energy.

In applying for the credits, the plants’ owner said scrap tires can be considered “renewable” because the state collects more than 166,000 tons of them a year and because using shredded tires to generate power promotes the legislature’s policy goals, noting that burning tires for power is a good alternative to dumping them in landfills.

The U.S. Environmental Protection Agency (EPA) which is currently weighing how to regulate tires used as fuel, has in recent years sought to see waste tires as a resource rather than an environment liability and refers to the use of tires as fuel as a better option than landfills.

In addition, EPA notes that burning tires produces more energy than coal, while emissions of some forms of air pollutants are lower with tires than they are for coal, especially high sulfur coal.

In allowing tdf to qualify for energy credits, the Utilities Commission did not agree with the company’s assertion that tires are a renewable resource but acknowledged that they include organic material.

State legislators questioned how the Utilities Commission would determine how much of what’s burned is synthetic and how much is natural rubber.

The company must submit periodic reports to the Utilities Commission on the topic. In a recent report, the company said about 24 percent of the shredded tire supply is natural rubber. Despite these reports, lawmakers said they were somewhat confounded by the Utilities Commission decision, saying it wasn’t what they had in mind when they crafted the legislation.  

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Illinois Lawmakers Move To Define Tdf As Renewable Energy

Illinois lawmakers are moving to include tire burning in the state's definition of renewable energy by adding the "incineration or burning of tires" to a measure intended to boost wind and solar energy but if passed would clear the way for Geneva Energy to reap lucrative green energy credits for its troubled incinerator in Ford Heights, IL.

The legislative change also would make the tire burner a player in the growing market for renewable energy in Illinois, where power companies must get at least 10 percent of their electricity from green sources by 2015 and 25 percent by 2025.

Originally sponsored by Rep. David Miller, the legislation would not only add tire incineration to the state's renewable energy law but also revoke a specific ban that says green power "does not include the incineration or burning of tires."

A House committee approved Miller's bill last month, just days after an investigator from the U.S. Environmental Protection Agency's civil rights division interviewed state officials about the tire burner. The agency is probing whether Illinois violated environmental justice laws by allowing the incinerator to operate in Ford Heights, a small village about 25 miles south of downtown Chicago, where more than 95 percent of the population is black and half live in poverty.

The bill is similar to one adopted in West Virginia, which also made coal waste eligible for renewable energy credits. In North Carolina, the Utilities Commission is allowing two power plants in the state to earn green energy credits for the tdf they burn to produce electricity (see story, page 8). In Ohio, lawmakers rejected the idea last year.

After learning about the incinerator bill, environmental groups mobilized to block it from passing, noting that burning tires is not a clean, renewable energy.

Meanwhile, lawmakers voiced concern that the bill "just doesn't make sense." Lawmakers also pointed out that the bill would primarily benefit the tire incinerator in Ford Heights, Illinois that has been plagued by environmental and financial problems since it opened in the mid-1990s.

A new group of owners -- Geneva Energy -- took over the plant in 2005 but according to state records, Illinois EPA inspectors have cited the plant four times since 2006 for exceeding limits on sulfur dioxide, nitrogen oxide and carbon monoxide.

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Two major tire watchdog organizations—the Tire Industry Association (TIA) and the Tire Retread Information Bureau (TRIB)—took quick action recently on a proposed bills that, if passed, would compromise the use of retread tires.


When the legislation was announced TIA met with Sen. Sherrod Brown’s staff and was able to effect a change in the bill’s language to require a general upgrade of performance standards for motor coach tires, including an enhanced endurance test and a new high-speed performance test.

Both TIA and TRIB have sent urgent messages to their Georgia members calling on them to contact their state senators and representatives about the damage H.B. 981 could cause. "Retreads are safely used by fire departments and other emergency vehicles in many parts of the country and there is absolutely no good reason to prohibit them from being used on emergency vehicles in Georgia,” TRIB stated. ◆

A new UK-based company called Re-Bound and has been formed by recycled garden products specialist Bob Jones and recycling expert Peter O’Kane.

The company is preparing to launch its recycled rubber products at two manufacturing bases in the UK and Ireland including a state-of-art processing center in Ballymena, County Antrim.

"In the past rubber bark has been viewed as a high end product, more expensive than other forms of landscaping surface - but Re-Bound is now going a step further and plans to use the efficiencies of its state of the art production facility to manufacture quality product at a much lower cost than is traditionally expected in the marketplace,” ReBound’s Bob Jones said.

Jones has been instrumental in bringing innovative and award-winning recycled rubber mulch products to the marketplace - overseeing major distribution deals with UK retailers Focus DIY and B&Q.

Under the Re-Bound brand, products will be created from 100 percent recycled tire rubber and transformed into colorful ‘bark chippings’ that can create landscaping and play areas. The chippings also suppress weeds, retain ground moisture, prevent soil compaction and improve drainage.

Jones and Peter O’Kane say they have worked to put in place a first-class infrastructure and manufacturing operation that is able to deliver high volume, high quality products with fast turnaround times.

Their new range will include rubber bark - a garden and play surface in a range of colors to create borders, pathways and play areas; and rubber crumb - soil improver for lawns and turf. ◆

Source: Ken Hurst
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ISRI Releases Carbon Footprint Study For Tire Recycling

Coupled with longer life, less aggregate and lower maintenance cost, states will realize a life of road cost reduction. Congress is looking to tire manufacturers to produce more fuel efficient tires. Just by using rubberized asphalt, every tire on every mile of road realizes fuel efficiency as compared to traditional asphalt.

The study found that about 80 percent of all rubber tires were recycled in 2007. The carbon footprint of tire recycling is relatively low when compared to that of most virgin materials for which it can substitute. Asphalt displacement or use in molded or plastic products appears to offer the largest opportunities for the recycled tire industry to provide a real reduction in greenhouse gas emissions. In some cases, carbon footprint reductions of up to 95 percent are possible.

The use of recycled rubber in molded products provides a substantial carbon footprint advantage over the use of virgin plastic resins, having four and 20 times lower carbon footprint than virgin plastic resins.

French Study Reports Reduced Emissions With Tire Fuels

Aliapur's Research & Development (R&D) Department has been working with six laboratories, five in France and one in Florida, for three years in order to play a part in changing used tires' "waste" status. The study was recently completed successfully. In order to maintain the objectivity of the data and results obtained, Aliapur partnered with the independent consultancy firm, Price Waterhouse Coopers to write the summary report.

Used tires have not only proven their worth in terms of their calorific value when used as substitute fuels in cement works, but have also contributed to decreasing fossil emissions.

In order to use used tires in the cement industry and compare them with traditional fossil fuels, the work carried out by Aliapur focused on car and truck tire shred obtained from eight transformation processing sites.

The study showed scientific confirmation that used tires, when used as fuel, have a high calorific value that is both similar to that of coal and comparable with that of petroleum coke. This makes it possible to classify tyres as one of the main alternative sources of traditional solid fuels, the so-called 'noble' fuels.

It also appears that using tires makes it possible to significantly reduce the fossil CO2 emissions responsible for the greenhouse effect, as tires are essentially composed of natural rubber obtained from rubber tree plantations. Part of a tire's carbon content is thus of biomass origin, and this biomass is considered to be neutral with regard to the greenhouse effect.

Cement manufacturers are highly sensitive to the subject of CO2 emissions as they must declare them every year and there is a quota that must not be exceeded. Manufacturers have thus shown themselves to be extremely interested in the Aliapur study, which is unique in Europe, as choosing tires as fuel would allow them to reduce their energy bills, unlike coal and petroleum coke.

The research was completed in July 2009 and has been presented to the French State Department for the Environment, which is in turn preparing to make it a reference document for calculating CO2 emissions for cement plants.

When used in road surfaces, recycled rubber had between three and seven times lower carbon footprint than asphalt. In the US, approximately 70 billion pounds (30 million metric tons) of asphalt are used annually.

"It's clear that tire recycling offers real, sustainable environmental benefits that the U.S. needs to recognize and embrace. The use of recycled tire rubber with asphalt in roads will have a positive environmental impact and is highly favorable from a climate change perspective," ISRI President Robin Wiener said. Contact Bruce Savage (202) 662-8518 or brucesavage@isri.org.
Recovering the Potential of Scrap Tires

French study looks at the environmental advantages of nine scrap tire recovery methods

Aliapur Research & Development department, a division of Aliapur, a public limited company founded by seven leading European tire manufacturers, decided to undertake Life Cycle Assessment (LCA) work on the various recovery methods for end-of-life tires (ELT) to assess the environmental advantages of each of the nine recovery methods, compare the environmental impacts for each method, and identify the key points to monitor in the field’s economic optimization phase. The results of the LCA were presented in Paris on February 2, 2010.

The recovery methods

The nine different recovery methods studied included:
• Two recovery methods in civil engineering: retention basins and infiltration basins
• Two energy recovery methods: cement works and urban heating
• Five material recycling methods: steelworks, foundries, molded objects, synthetic turf and equestrian floors

The research used both destructive and non-destructive recovery methods. The assessment method is based on an LCA approach that conforms to the ISO 14040/44 standards. It uses implementation principles adopted from the waste management industry.

The indicators retained

Eight environmental indicators were taken into account as part of this assessment. These indicators were selected because they correspond to the most standard indicators, as well as to those that are best recognized as being robust in terms of Life Cycle Assessment.

They are also the indicators that appeared to be the most relevant to the sector including total primary energy consumption, consumption of non renewable resources, water consumption, contribution to eutrophication, emissions of greenhouse effect gases of fossil origin, acidifying gas emissions, tropospheric ozone formation and production of non dangerous waste.

Significant environmental advantages

The environmental reports show that, regardless of the recovery method studied, and regardless of the type of impact focused on, in most cases the management of end-of-life tires results in a significant environmental advantage. In the other cases, the result was judged to be non significant but with nevertheless a positive tendency.

In other words, and for the recovery methods studied, it was always interesting to invest in the upstream stages (collecting, sorting, shredding and granulating) as a means of trying to recover the potential of used tires.

Comparing the results of the various methods made it possible to identify three main groups:

The production of synthetic turf, manufacture of molded objects and cement works seem to be the most interesting methods in terms of the environmental indicators studied as a whole.

The advantages of synthetic turf come essentially from the fact that ELT granulates are used to replace a mixture of chalk and virgin EPDM granulates (the production of which is very energy-consuming).

The advantages of molded objects come from using ELT granulates in place of polyurethane. And, in the case of cement works, the favorable environmental impact is linked to the biomass fraction of ELT and using shredded used tires as a replacement for petroleum coke.

Retention basins and infiltration basins are the recovery methods for which the advantages remain the least significant. With regard to foundries, this recovery method is still emerging, which is why the advantages may be minimal at present but have been shown to be particularly promising in the mid-term (1 to 3 years).

The other recovery methods have advantages situated at an intermediary level in relation to these first two categories; their advantages may turn out to be more or less marked depending on the indicators taken into consideration.

Examples of environmental advantages

Each ton of end-of-life tires recovered corresponds to savings of:
• Synthetic turf: 70% of an average French man’s annual energy consumption
• Molded objects: 70% of an average French man’s annual water consumption
• Cement works: 20% of an average French man’s annual CO₂ emissions
• Steelworks: 50% of an average French man’s annual energy consumption
• Urban heating: 10% of an average French man’s annual CO₂ emissions
• Equestrian floors: 50% of an average French man’s annual water consumption.
Memphis Tire Program Ends...For Now

A popular Memphis and Shelby County, Tennessee tire redemption program ended in March, but organizers say they hope to make the program a permanent, twice annual event. City and county officials who founded the program said it helped clean abandoned tires from neighborhoods.

The program, designed to get individuals and neighborhood groups to clean up illegal tire dumps, pays citizens $1 for each tire they bring in. Each person is limited to dropping off 100 tires per delivery and 200 tires per day.

More than 56,000 tires were turned in last December and the original $100,000 budget for the recycling program was exhausted in three days. The Memphis City Council and Shelby County Commission each recently contributed another $50,000 to renew the program.

The city pays Mac’s Tire Recycling to administer the program and haul the tires to a recycling center in Mississippi.

Through both phases of the program, a total of around 113,000 tires -- roughly 1,300 tons -- were collected and recycled. Around 1,103 vouchers were given out to citizens.

With Spring and Summer just around the corner, this inviting backyard putting green may be just the landscape remake you’re looking for. The best part is it uses low maintenance, high quality artificial turf from Legacy True Turf, Mesa, Arizona. And because it’s made with resilient crumb rubber infill, this turf will make your backyard the “greenest” green in the neighborhood.

Legacy True turf uses crumb rubber manufactured by CRM, Rancho Dominguez, CA. “Quality crumb rubber is an important component of our installations,” Legacy President David Gille said. The rubber infill serves a variety of functions.

Mixed with the silica sand, it holds up the “grass blades” for a lush appearance. It also helps the turf drain and breathe, preventing mold, mildew and rotting and the crumb infill gives the product a good cushion which helps prevent injuries, Gill explained.
UK Tire Recovery Faces Shortfall

The number of scrap tires processed this year in the UK could be down by as much as 50,000 tons, according to the Tyre Recovery Association (TRA). The TRA released a statement last month warning that the tire recovery infrastructure is no longer making economic sense to the processors responsible for disposing of many of the scrap tires generated annually in the country.

"In recent weeks it has become clear that processor 'gate' prices have fallen. As a result, processing capacity is now experiencing a substantial reduction. This means that our ability to collect and move our product to processors is becoming severely constrained as the collections recovery 'pipeline' for passenger tires in particular experiences overload," the statement read.

"For many months now, the statement continued, TRA members have experienced serious pressures on operating margins. Not only have they faced competition from many less environmentally-compliant operators in the marketplace but they have been increasingly unsuccessful in achieving a viable collection rates from their own customers. As a result of this combination of circumstances the situation in the UK recovery market has become critical."

Since July 2006 the EU Landfill directive requires each member state to re-use, recover or recycle virtually 100 per cent of national arisings, a target which, prior to this current downturn, the UK has achieved.

The TRA’s statement comes on the heels of an announcement that Sapphire Energy - the leading processor of end-of-life tires in the UK is mothballing its Avonmouth site. Sapphire ceased operations at Avonmouth last month in an effort to maximize operational efficiency, while maintaining quality and reliability of supply to its customers, according to Sapphires statement. The decision was based on "continued difficult trading conditions" in the used tire market with increasing demand for more economical waste-derived fuels by the building materials market, the company said.

"Our actions are against a backdrop of a tire collection and processing market in the UK. Prices continue to be driven down for collectors and processors. To remain competitive and viable we as an industry need our costs to be competitive and market fees healthy," Sapphire Energy Recovery general manager Ryan Hodden said.

TRA is currently in talks with the government, the Environment Agency and other industry associations to alert them to the need for concerted action to tackle irresponsible or illegal tire disposal and restore stability to Britain’s recovery infrastructure. One suggestion is that the government temporary lifts scrap tire stocking limits, but this is just a short-term solution and it is becoming increasing apparent that the tire recovery and processing business cannot continue as it current is, according to reports published by Tyres & Accessories magazine.
State Regulators Making A Difference

Managing Maryland's Scrap Tires

For more than twenty years, state scrap tire program managers have played a key role in cleaning up the nation’s scrap tire stockpiles and managing the annual generation of scrap tires in their state. The leadership and dedication of these individuals often go unnoticed but without their efforts scrap tires would not have reached a national recycling rate approaching 90 percent and an equally impressive cleanup report card.

Abigail Pascual manages the clean up of the largest scrap tire stockpile in Maryland.

After two decades of hard work, Pascual’s team was finally granted access to clean up at least 1.2 million tires that were dumped in a series of ravines in Prince George’s County. Her team also encourages the reuse and recycling of scrap tires - for projects as diverse as playgrounds and roads.

Pascual is the head of the Scrap Tire Unit in the Land Management Administration. She has been at MDE for 11 years. By using a combination of state and private funds, Pascual’s unit encourages the reuse and recycling of scrap tires. Approximately 5.6 million scrap tires are generated in Maryland every year.

Her unit also keeps records on scrap tire licensing and is responsible for presenting an annual scrap tire report to the legislature.

Working with the Maryland Department of Natural Resources, the Maryland Environmental Service (MES), and community volunteers, Pascual’s program led the effort to construct ten scrap tire playgrounds in state parks across Maryland. Currently Pascual's team is refurbishing and improving these facilities.

Pascual’s unit is continually seeking new ways to re-use scrap tires. For instance they are working with MES to use rubberized asphalt made from recycled tires to improve the road in front of the Midshore II Landfill in Caroline County on the Eastern Shore. Once complete, the road will last longer, be more resistant to damage from trucks and weather, reduce noise in the community, and have better traction.

Finally, the Scrap Tire Unit has just completed a project with the University of Maryland that analyzed the potential for crumb rubber from the tires as growth media, the “soil,” in green roofs. The study generated interest throughout the United States and funding was secured to continue and expand their research into green roof growth media.

Pascual’s hard work and dedication has served as a driving force in her unit’s efforts. Together, the Scrap Tire Unit has helped to ensure the speedy cleanup of illegal scrap tire stockpiles and the management, collection, transportation, recycling, and processing of the scrap tires generated in Maryland.

Allan Lassiter and Waste Tires in Virginia

Allan Lassiter retired March 31 after more than 20 years of leading the state’s waste tire management program. Allan has managed Virginia’s Waste Tire Management program since its inception in 1989. During that time the state established a 50¢ per tire fee which was increased by law to $1.00 per tire in 2003. The increased fee will expire in 2011. The fee has provided $60 million to-date to support both the recycling of “current flow” tires and tire pile cleanups.

In all, 24 million tires in 1,150 piles have been remediated at a cost of $22 million. Sixty percent (681 sites) were cleaned up by site owners without State assistance. Though they were all small accumulations -- 2 million tires total-- Lassiter noted that achieving owner cooperation in the cleanups was a significant cost saving for the program.

Allan incorporated a mix of traditional and innovative efforts to manage Virginia’s current flow tires.

In addition to traditional compliance, enforcement and permitting activities, Allan worked with other regulators to implement “regional” tire processing services to establish tire recycling at all public landfills and amnesty events in most Virginia localities.

He also led the effort to invest significantly in more infrastructure development in the state through Virginia’s End User Reimbursement (EUR) Program. As a result, the number of Virginia processors increased from one to eleven (both public and private) with multiple end users, both in-state and out-of-state.

Continued, page 18...
Tire/Rubber Recycling
at the 2010 ISRI Convention & Exposition
May 4 - 8, San Diego Convention Center

Register Today!
Visit ISRIConvention.org.
for more details.

The Tire/Rubber Spotlight will focus on the advances being made with rubberized asphalt. As more and more states use rubberized asphalt, it is critical for tire recyclers to serve as the focal point of this conversation.

The Convention will hold a complete track of tire/rubber seminars as well as over 50 workshops, spotlights and general sessions designed specifically for recyclers.
AMNI PACIFIC Offers Broad Based Recycling

AMNI Maschinenbau GmbH and Pacific Central Steel have formed AMNI-PACIFIC, a USA incorporated company which will focus on the recycling industry in three main areas: tire recycling, E-scrap and municipal solid waste. In the tire recycling market, the new company offers turn-key volume reduction plants capable of ambient or cryogenic crumb rubber production. In addition, AMNI PACIFIC also offers circuit board removal, plastics separation, metal separation, insulation foam reprocessing and more.

AMNI-PACIFIC is able to perform this wide range of services through resources that include a full scale mechanical and electrical engineering department, on-site construction permits for all 50 states, factory trained technicians for service or warranty work, spare parts inventory and complete rebuild and machining services for cutting disks and shafts, AMNI PACIFIC stated. The company plans to serve customers in the U.S., Canada, and Mexico.

Pacific Central Steel, based in Price, Utah is a full service construction firm with design, build and fabrication facilities.

AMNI Maschinenbau’s roots go back to the 1860’s. Current history begins with AMNI-Mengeringhausen, a company which is the market leader in grinding wheels and accessories. The company entered the recycling market in 2006 with a line of size reduction and separation equipment and resource recovery technologies for handling a variety of materials. In 2009 AMNI introduced the X machine, a 100 ton unit that can shred a 16 ft, 6 ton OTR tire with no precutting or shearing required.

Allan Lassiter and Waste Tires in Virginia, continued from page 16...

The EUR system was also responsible for establishing the use of the waste tire manifest (Waste Tire Certification-WTC) and a hauler registration system.

Lastly, with a significantly-increased reimbursement rate for tire pile tires (first $50 per ton, increasing to $75 then $100), Allan spearheaded the cleanup of 201 piles with 13.8 million tires via reimbursements of $9.5 million. No contracts or bids were required for these 201 cleanups which averaged only 69¢ per tire. All other piles were handled by competitive contracts.

Despite these successes, Allan said he would have liked to have the opportunity to cleanup the tire reefs placed in the Atlantic Ocean off Virginia Beach in the 1970s and offered congratulations to Florida, North Carolina and other States that did.

Also remaining on his “to do” list, Allan said he had hoped to be able to complete the cleanup of the remaining 130 tire pile in the state but budget cuts put the cleanup program on hold.

And although he’s retiring he’s looking forward to coming back in the near future on a part-time basis to continue to work on the program.

In 2003 Allan was honored by the Tire Industry Association (TIA) with TIA’s Friend of the Industry Award for service to the tire and rubber recycling industry and in 2005, Allan was recognized with EPA’s Award of Appreciation for Outstanding Contributions to the RCC Tire Work Group.

And now in 2010, perhaps the best accolade comes from his friends and colleagues in the tire recycling industry nationwide, who called this “the end of an era” saying the citizens of Virginia and the tire recycling industry “are losing the best...a pioneer who helped us all.” Thanks Allan for all you have done.
Settlement Reached With Wisconsin Tire Recycler

A tire recycling company in northeast Wisconsin has agreed to take corrective action and pay a $35,000 fine to settle claims brought by Wisconsin Attorney General J.B. Van Hollen.

According to the suit, American Tire&Recycling accepted more than the 33,000 tires for which it was licensed at its plant in Niagara and was still collecting more despite being over its allowed accumulations and despite inadequate proof of financial responsibility. Department of Natural Resources (DNR) Officials said scrap tires were stored away from an approved area and were not processed in a required four-day time period. DNR also cited the company for lack of a storm water discharge permit and for not assuring that processed tires were placed in containers.

In addition, American Tire & Recycling processed waste tires and stored them on the ground at a facility in New London without any license or plan of operation approval. The New London facility was closed and all waste tires were removed after an inspection by the DNR in January 2010.

As part of its settlement, American Tire agreed to begin processing tires at its Niagara facility March 25 and lower its tire volumes to the 33,000 limit by late June.

American Tire & Recycling received its license and plan of operation approval for the Niagara site in June 2009, the DNR said. Local newspapers reported subsequently that Keary Ecklund, the recycler’s president, negotiated with town officials in Niagara and Racine, Wis., for agreements to start up tire collection and recycling operations that would employ 88 workers in Racine and 30 to 60 in Niagara.

Online Tire-Tracking Tool

Tire Centers L.L.C. (TCI) has launched Track My Tread, an online tool to help its customers track their tires from “cradle to grave.”

The proprietary fleet asset management system provides TCI customers with complete asset accountability, streamlined maintenance shop operations, automated inventory replenishment and true total lifecycle costs, according to the company, a subsidiary of Michelin North America Inc. TCI operates a nationwide network of commercial truck tire centers and Michelin Retread Technologies plants.

Fleets can track the lifecycle of their tires from purchase to repairs to retreading and even to the scrap pile. This enables the customer to have accurate reporting and a true total cost of ownership throughout the lifecycle of the tire, according to TCI.

“We believe Track My Tread will be a game changer in the industry,” TCI said in its announcement.
The 2010 Car Book — published by the consumer advocacy group Center for Auto Safety — advises consumers to ask “for tires that are less than one year old,” stating that “as tires age, they naturally dry out and can become potentially dangerous.”

In response, Rubber Manufacturers Association (RMA) and Tire Industry Association (TIA) officials reiterated their stand that how a tire is maintained, driven and stored is at least as important as its chronological age in determining its safety.

There are too many variables in tire aging to make the tire’s date of manufacture the sole criterion, both organizations stated. Tire aging has been a contentious issue for years. Safety Research & Strategies Inc., a Rehoboth, Mass.-based safety watchdog group with close ties to trial lawyers, has petitioned the National Highway Traffic Safety Administration (NHTSA) several times for rulemaking to forbid the sale of tires more than six years old. NHTSA issued a consumer advisory in June 2008 mentioning tire age along with underinflation and excessive wear as factors tire owners should monitor.

Ford Motor Co. and Chrysler L.L.C. began advising car buyers in 2005 to replace tires after six years. That same year, Bridgestone Corp. adopted the position of the Japan Automotive Tire Manufacturers Association to recommend replacing tires after 10 years. In its tire section, the Car Book recommends checking tire pressure monthly and using the “Lincoln penny” test to measure tread depth. It advises motorists to use the tire’s Uniform Tire Quality Grading treadwear grade like a “unit price” in a supermarket and also never to pay the list price for a tire.

B Green Innovations, Inc., Matawan, NJ has announced that Hanna Rubber company will distribute its ECOPOD Anti Vibrations Pads made from 100 percent recycled tire rubber. According to BGreen, Hanna Rubber will market to customers seeking an environmentally responsible solution for applications requiring vibration and noise isolation management. The innovative design of the ECOPOD provides a unique versatility for applications ranging from industrial to residential noise and vibration control, according to BGreen. www.bgreeninnovations.com.

A new regulation adopted by Alabama lawmakers in December 2009 provides for the Alabama Department of Revenue to increase the discount that a tire dealer can retain for the timely filing and payment of the scrap tire environmental fee.

...The U.K.’s Environment Agency (EA), Scottish Environment Protection Agency (SEPA) and Northern Ireland Environment Agency (NIEA) will launch a new campaign to raise awareness of legislation covering the chemical make-up of tires and retread rubber at the Brittyrex exhibition in October. The campaign follows the introduction of European REACH legislation which states that extender oils shall not be placed on the market, or used for the production of tires or parts of tires if they contain more than the threshold limits of PAH (polycyclic aromatic hydrocarbon). The restrictions also apply to the marketing of tires and treads for retreading. Both European manufacturers and importers need to comply with the new ruling; distributors found to be selling tires containing excessive levels of PAH could be faced with enforcement proceedings. One of the problems for retailers and wholesalers will be that there is no visual test to determine the presence of PAH, which means they will need to be absolutely confident that their tire suppliers are aware of and meeting the tighter standard.

...Chinese manufacturers produced 654.64 million tyres between January to December in 2009, up 18 per cent compared with 2008. According to data released by the China National Bureau of Statistics (CNBS), 57.19 million tyres were produced in China in...
December 2009, up 52 per cent compared with the year before. In addition CNBS said synthetic rubber production rose 8.7 per cent to 2.76 million tons during 2009. In December, synthetic rubber output rose 15 per cent compared with the same period last year, reaching 268 thousand tons.

...Pirelli has launched its new Scorpion Verde tire, developed to meet what the company perceives as the SUV market’s need for increased fuel efficiency. With an eye on upcoming tyre labelling regulations, Pirelli claims that the Scorpion Verde boasts greatly improved rolling resistance from previous high performance SUV offerings, making it “the first high-performance eco tire for vehicles with the highest environmental impact – SUVs and Crossovers.” In addition to rolling resistance, the tire has also been designed to be lighter, to provide greater longevity and to use 10 per cent fewer raw materials, thus reducing its environmental impact. The production of the tire is taking place in the UK and Romania, according to the company’s representatives...

... Rubber and scrap tire reprocessor Magnum D’Or Resources Inc. said it has relocated its principal executive offices from Ft. Lauderdale, Fla., to Henderson, Nev. The company, which operates a recycling facility in Hudson, said the move is meant to consolidate and centralize the firm’s executive functions. The new headquarters address is: Magnum D’Or Resources Inc., 2850 W. Horizon Ridge Pkwy, Ste 200, Henderson, Nev. 89052.

High-Performance Building Products Database Released

The Collaborative for High Performance Schools (CHPS) has made a new tool available to product manufacturers to help customers identify building products that contribute to sustainable, healthy, built environments. The tool is an online, searchable database where manufacturers can list products that have met certain environmental or health standards ranging from recycled content to materials that contribute to improved indoor air quality.

The project was funded by a grant from the U.S. Environmental Protection Agency, and was supported by the California Integrated Waste Management Board, now CalRecycle, California Department of Public Health and the Carpet and Rug Institute.

"CHPS is excited to be able to offer a new tool to help schools and all building types achieve the highest standards for sustainability and health,” Bill Orr, executive director of CHPS said. “Identifying products that meet these standards can be the toughest part of the battle for school and building owners and designers, so we wanted to offer them an easy, accessible solution that will also help to increase the commercial use of these products.”

The database can be found at: http://www.chpsregistry.com/live/.

Visit us on the Web: www.scraptirenews.com
STN Calendar

May
4-8 ISRI 2010 Convention and Exhibition. Includes scrap tire workshops and exhibits. www.isri.org

June
1-4 Reifen, Essen, Germany. Contact +49 (0) 201-72 44-2. E-mail: reifen@messe-essen.de

July

September 29 - Oct. 1.

October
12-14 Rubber Expo, Milwaukee, WI. Contact 330-972-7424 or www.rubber.org
14-15 SJF Summit on the New Green Economy, Durham, NC. Contact: www.sjfund.com
26-27 World of Recycling, San Antonio, TX. Contact: www.rrconference.com

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