



# American Recycler

NewsVoice of Salvage, Waste and Recycling

AmericanRecycler.com

## Steel industry sees prices pacing consumption

by Brian R. Hook

A slowdown in the economy is not hurting demand for scrap steel.

High scrap steel prices are helping to boost the bottom line at scrap dealers, according to John Anton, an economist in Washington D.C. for the forecasting firm Global Insight, Inc. But he said higher prices are often neutral, because dealers also have to pay more for material. High prices mostly help steel suppliers who have a captive ore supply.

“It is certainly helping integrated mills. They are getting the benefits of high prices driven by scrap without having to pay high prices for ore,” Anton said.

High production by domestic mills, plus exports are driving high prices, Anton

said. Mills were caught short on supply, he said. Mills in Turkey, for example, were hit when bad weather in Russia and the Ukraine prevented Turkish mills from buying scrap in Eastern Europe. Turkey instead turned to the United States to buy scrap supply.

The biggest issue facing the scrap steel market is a tug of war between imports and exports, Anton said. Plus, sea borne freight rates are high – about four times higher than normal. He said that he expects the spike in freight rates will not last, however.

Steel producers are noticing the higher prices. John Surma, chairman and chief executive officer of Pittsburgh-based United States Steel Corp, mentioned higher prices

Continued on Page 14



PHOTO BY DARRYL BROOKS

Imports and exports experience sea-borne freight rates nearly four times higher than normal.

American Recycler

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## Decommissioned cargo containers recycled into building blocks

by Irwin Rapoport

Rather than see decommissioned steel cargo containers sent to steel mills as feedstock, St. Louis, Missouri-based SG Blocks LLC is converting these 8,000-pound containers in framing systems for commercial, industrial, military and residential structures.

Among its projects are a command office building at Fort Bragg, North Carolina and facilities that are being constructed at a port in Jacksonville, Florida.

“Shipping containers are usually in service for 6 to 10 years,” says David Cross, SG Blocks, business development director. “Our purpose is to take those containers and, depending upon the requirements of the project, Value-Cycle™ them into a superior building product, which requires a minimum amount of energy expenditure.”

Containers, says Bruce Russell, SG Blocks’ managing director, make for a sturdy



The 4,800 sq. ft. military administration building took 12 blocks and less than 80 days to be site-finished.

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## New strategy helps ports go green

The United States Environmental Protection Agency (EPA) has unveiled a new plan of action for working with public port authorities and other interested groups to reduce the environmental impacts of moving goods through ports.

The Vision, Mission, and Strategy for Sustainable Ports recognizes the steady growth in global maritime commerce and the critical role American ports and related transportation and supply chain partners play in managing the environmental impacts of moving goods across the country.

Ports are vital to the United States economy. Ocean-going ships move more than 99 percent of United States overseas trade (by weight). The top ten United States ports moved a combined total of 23 million cargo containers in 2006. The environmental challenges for ports and their transportation network include reducing air emissions, improving water quality, and protecting the health of communities near port facilities.

EPA's Strategy focuses on six themes: Clean Air and Affordable Energy, Clean and Safe Water, Healthy Communities and Eco-systems, Global Environment, Ports Communications, and Enforcement.

There are more than 70 possible actions, including working with port authorities, their business partners and other sectors of the transportation industry to quantify and reduce air emissions from all sources along the shipping supply chain; setting up state innovative financing funds to help small owner-operators of diesel equipment finance the upgrading or replacement of older, dirtier engines; and collaborating with

the international port community on innovative technologies and development of international standards.

EPA's strategy complements the recent resolution and guiding principles on port sustainability issued by the American Association of Port Authorities (AAPA).

EPA programs will work with AAPA, individual port authorities, private port operators, transportation supply and logistics companies, government agencies, states, communities, and other interested groups to promote and implement sustainable practices at ports and their related operations.

EPA regions will work collaboratively with individual ports to select (from among the full menu of possible actions in the EPA Strategy) a specific set of activities to work on together. These shared action plans will address the unique environmental impacts and opportunities for ports in different parts of the country.

## Texas' TERP awards over \$1.7 million to clean the air

Texas has awarded over \$1.7 million in rebates to eight North Texas-based companies to replace 19 aging diesel vehicles under the Texas Emissions Reduction Program (TERP). By upgrading to newer, less polluting vehicles these companies will prevent a combined total of 179 tons of nitrogen oxides (NOx) from polluting North Texas skies.

"By participating in TERP these companies are helping us to achieve our goal of replacing 4,500 older diesel engines," said Leslie Rauscher, EPA project manager.

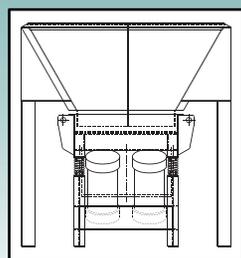
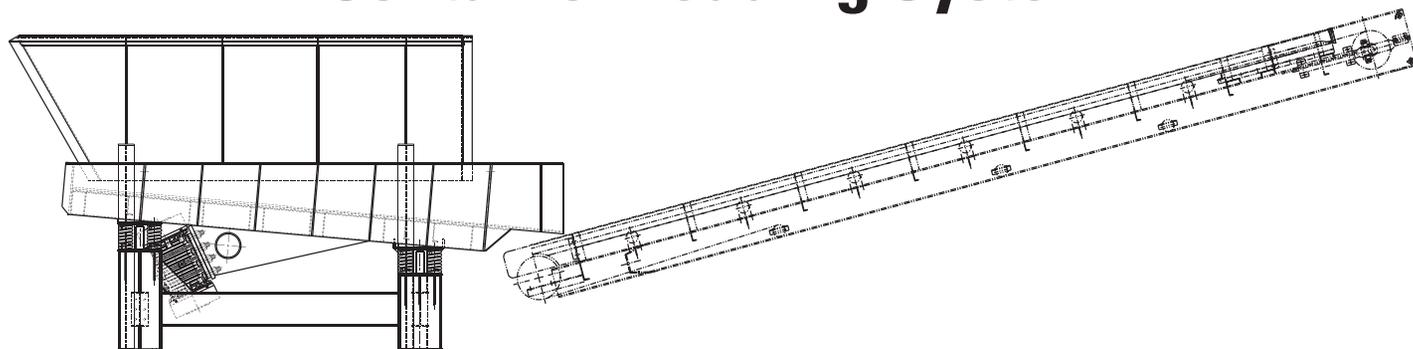
"The \$30 million allocated to the rebate grants under this funding cycle has been awarded, but there is still time to apply for the Emissions Reduction Incentive Grants (ERIG) with \$110 million to award. The application deadline is April 11, 2008. Individual application assistance is available at local TERP Community Help Desks.

The Environmental Protection Agency (EPA) is working with the Texas Commission on Environmental Quality (TCEQ) and a host of other North Texas partners to upgrade or replace older trucks and equipment as a way to improve air quality in the nine county area. The Texas Emissions Reduction Program, approved by the Texas Legislature, serves as a national model for replacing and retrofitting older diesel engines.

- The top eight rebate recipients:
- Glynn Dodson, Inc. - \$330,785
  - Martinek Trucking - \$321,000
  - Denton Brothers Trucking - \$248,000
  - J.D. Jacobs, Jr. - \$218,000
  - Chris Strickland - \$217,000
  - David Copeland Sand & Gravel, Inc. - \$148,000
  - Arturo Alaniz - \$117,000
  - Fidelia Garza - \$116,000

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**Publisher and Editor**

**ESTHER G. FOURNIER**  
esther@AmericanRecycler.com  
news@AmericanRecycler.com

**Production and Layout**

**MARY E. HILL**  
mary@AmericanRecycler.com

**Marketing Representatives**

**MARY M. COX**  
maryc@AmericanRecycler.com  
**DAVID FOURNIER, JR.**  
david@AmericanRecycler.com  
**MARY E. HILL**  
mary@AmericanRecycler.com

**Circulation Manager**

**DONNA L. MCMANUS**  
donna@AmericanRecycler.com

**Writers and Contributors**

**DONNA CURRIE**  
dbc@currie@gmail.com  
**DAVID FOURNIER, JR.**  
david@AmericanRecycler.com  
**MARK HENRICKS**  
mhenricks@austin.rr.com  
**BRIAN R. HOOK**  
brhook@msn.com  
**IRWIN RAPOPORT**  
irwinrapoport@sympatico.ca  
**RON STURGEON**  
rons@rdsinvestments.com

**Production Offices**

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## Pennsylvania builds solar power facility

Pennsylvania Governor Edward G. Rendell said multi-million dollar renewable energy projects, like the solar electricity generation plant he helped break ground on, reinforce Pennsylvania's leadership in one of the nation's fastest growing industries and highlight potential for economic development.

"When this facility is up and running, likely by September or October of this year, it will be among the largest in the country, and certainly the largest east of Arizona," said Governor Rendell during groundbreaking ceremonies for the Exelon-EPURON Solar Center.

The \$20 million Exelon-EPURON Solar Center will feature 16,500 solar panels on a 16.5-acre tract of land adjacent to Waste Management's GROWS Landfill.

Upon completion, the solar plant will produce approximately 3,700 megawatt hours of power annually, which is enough to meet the energy requirements of about 400 homes. At this output, emission levels of carbon dioxide and sulfur dioxide will be reduced by the equivalent of planting 33 acres of trees every year or taking more than 440 cars off the road each year.

The facility is owned by EPURON LLC, a subsidiary of the world's largest solar integration company, Conergy AG, which has its North American headquarters in Pennsylvania. Another Pennsylvania-based Conergy subsidiary, Conergy Systems USA, formerly SunTechnics, will build the solar center.

The Alternative Energy Portfolio Standards Act requires that 18 percent of all energy generated in the state come from alternative and renewable sources by 2021, including 0.5 percent from solar. Approximately 850 megawatts of additional solar capacity are expected to be installed in the state by 2021.

Exelon Generation Company LLC made a financial commitment to the project through a 20-year power purchase agreement for the energy produced, recognizing the environmental importance of solar energy, according to Kenneth Cornew, president of Exelon Power Team.

Governor Rendell called on the state Senate to pass separate pieces of legislation approved by the House of Representatives. House Bill 1202 was passed by the House in June and would replace nearly 1 billion gallons of imported fuels with homegrown alternatives. Earlier this month, the House passed Special Session House Bill 1 calling for \$850 million in new state investments to grow advanced energy sectors by \$3.5 billion, create 13,000 jobs, and provide incentives for consumers to use energy more efficiently.

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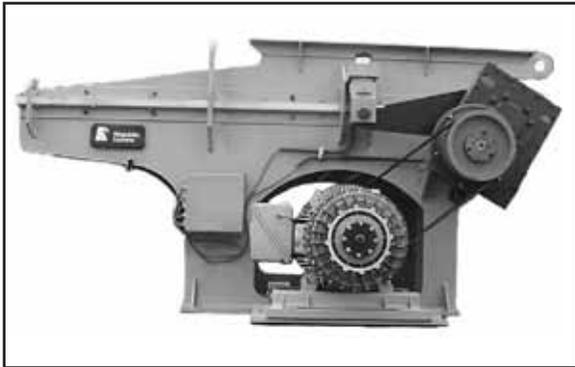
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## Recycled cargo containers

Continued from Page 1

building material because they were designed to be waterproof and withstand the effects of salt and waves at conception. Moreover, because the cargo has to be delivered intact, containers are well-maintained while in service.

"The framing from containers is very durable and it stands up well to hurricanes and earthquakes," says Russell. "They are extremely strong and have all the necessary floor systems and structural elements because they were built to hold 60,000 pounds of cargo – to resist 15 long tons (2,240 pounds per long ton) transversely and 7.5 long tons longitudinally.

"The steel itself is Cor-Ten or Weathering Steel – a better grade of steel to start with," he adds. "When the buildings are done right, we are able to give the container another 50 years of life. This is a very efficient method of building that is safe because of the inherent strength of the steel. The leftover materials can be recycled into new steel.

"We are doing a lot of work in hurricane areas, particularly in areas along the Gulf Coast," he adds. "We want this building to not only be standing, but to avoid mold problems – the insulation and dry-wall should not get wet."

One SG Block is the equivalent of one container and for the Fort Bragg project, 12 blocks were used. Prior to shipment, each block undergoes rust proofing and is subject to other protective measures.

Worldwide, Cross estimates that there are 22 million TEU (twenty foot Equivalent Units, the measure of containers) in service, with nearly 1 million new containers being brought into service annually and about 700,000 being retired.

Because container traffic is thoroughly monitored, retired containers can be easily shipped to facilities for SG Blocks to begin the ValueCycling process, along with a report on the maintenance history of each container.

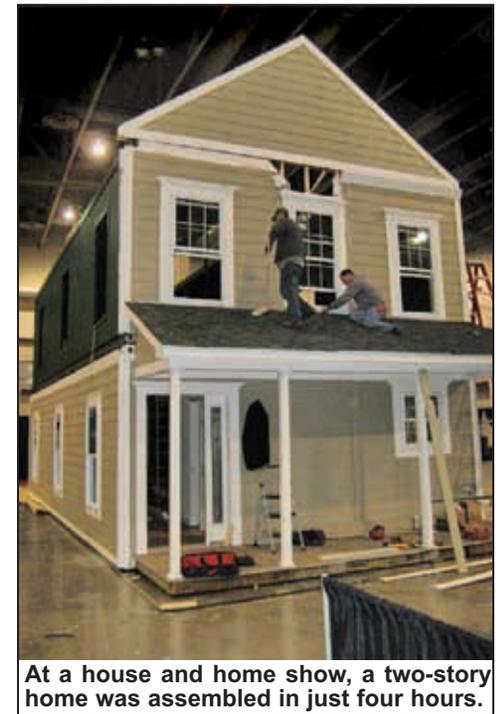
"Our primary source for containers is ConGlobal Industries, the largest depot operator in the country," says Russell. "They have partnered with us and are very supportive because it keeps their inventories cleaner and more efficient.

"We prefer to use the 6, 7, 8 and 10-year-old containers," he adds. "This is still a new technology and we are in the middle of doing various tests and assemblies to make sure that all building code issues are resolved. The construction industry is extremely conservative and it moves slowly, so it is our job to satisfy them.

"We have several engineers and they are working to make this a routine product so architects and developers fully understand what an SG Block's benefits are and how they fit with building codes," he adds.

"We are in discussions with numerous military bases and municipalities," says

Cross. "This also offers the advantage of having a minimal footprint in terms of impact on the environment. They can be assembled on-site and disassembled to be moved to a new location."



**At a house and home show, a two-story home was assembled in just four hours.**

"At Fort Bragg, it was estimated that the complex would take 132 days to complete traditionally," he adds. "With our system, just installing the modified blocks, no cladding or drywall, reduced the construction time by 30 percent."

SG Blocks has created a national distribution system that is based on ConGlobal, which has facilities on all three coastlines and in the key transportation centers of Memphis, Tennessee and Chicago.

Using SG Blocks translates into points towards LEED (Leadership in Energy and Environment Design) accreditation based on the use of recycled construction materials and reducing the travel distance for the materials.

"One of our partners is an architectural firm and they have done a pretty strong analysis for LEED construction," says Cross. "We are making our product very friendly for use by the construction industry and the various sub-trades."

Furthermore, the framing system can be used in all climates, be it extreme cold or heat. Russell says that the firm is considering possibility of using the steel for the construction of bridges, pedestrian walkways and similar infrastructure.

"It's just a matter of the engineering and the applications," he says, noting that creating sections for buildings with SG Blocks is similar to pre-fabricated concrete construction. "One of the biggest problems in the recycling industry is the introduction of new materials and uses for them. We are trying to make our product understood by the mainstream of the architectural and building communities."

## Cherry Crushed Concrete opens new plant in Houston area

The Stabilized Material Division of Cherry Crushed Concrete has opened its fourth stabilized materials plant in the greater Houston area. Cherry's newest stabilized material plant is located on a 56-acre site in Fort Bend County. At this location, the new state-of-the-art stabilized material plant is geographically situated to service Fort Bend, Harris and Brazoria counties.

The new stabilized material plant began operations in mid-February and processes crushed concrete and limestone. The resulting stabilized road base material is targeted to local heavy highway contractors, such as the Texas Department of

Transportation and county municipality road work. The new plant is located adjacent to one of Cherry's concrete crushing facilities, which processes concrete hauled from Cherry's demolition sites. The resulting crushed concrete is then processed into the stabilized material at the new facility.

Cherry's Fort Bend County crushing yard is equipped to crush up to approximately 1.3 million tons of concrete annually, bringing the combined annual crushing capacity of Cherry's three area yards to approximately 2.5 million tons of concrete. Its two other yards are located in Houston, one at Loop 610 and Cullen and another in northwest Harris County.

## \$86,353 awarded for school bus project

United States Environmental Protection Agency (EPA) Region 5 has awarded an \$86,353 grant to the Norwalk-Ontario-Wilton School District in Ontario, Wisconsin, for a project to cut emissions from their school buses.

EPA said the grant will be used to retrofit nine school buses with emission-reducing diesel oxidation catalysts and crankcase filtration systems. In addition, the district will use idle reduction tech-

nologies on 10 buses, replace one bus with a new, low-emission bus and teach the importance of clean-air practices.

Launched in April 2003, Clean School Bus USA brings together partners from business, education, transportation and public health organizations to reduce bus emissions.

The grant was provided under the Midwest Clean Diesel Initiative to reduce diesel emissions in the Midwest.

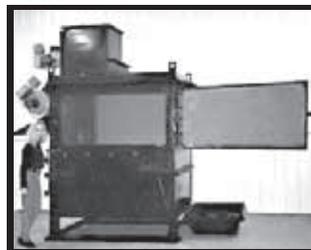
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## U.S. Department of Transportation to recycle three obsolete ships

The U.S. Department of Transportation's Maritime Administration has signed contracts totaling \$1,136,106 for the recycling of three obsolete ships from its reserve fleets. All three ships will be recycled at the Esco Marine facility in Brownsville, Texas.

Two of the ships, Cape Catoche and Cape Carthage, are in the James River Reserve Fleet site at Fort Eustis in Vir-

ginia. When they depart the James River site for recycling, they will be the 68th and 69th ships to do so since January of 2001. The third ship, Del Viento, is in the Beaumont Reserve Fleet in Texas.

"Each time we move an obsolete ship out, we make an important contribution to maintaining the local ecosystem," said Maritime administrator Sean T. Connaughton.

## ATM signage recycling program launched

Companion Systems Design and Manufacturing says it has launched the industry's first comprehensive recycling program for ATM signage.

According to a news release, the new service will allow financial institutions to recycle all obsolete ATM signage, furthering their own environmental-improvement programs.

All ATM owners are open to take advantage of the new service, regardless of whether their ATM surrounds and enclosures were produced by Companion Systems. As branding surrounding an ATM is updated, ATM owners have an environmentally friendly way to dispose of their outdated signage.

"For the last 10 years, we have been making great strides in reducing the impact of our manufacturing production on the environment," said John Hansen, Companion Systems' chief operating officer. "From eliminating harmful elements and reducing emissions to streamlining processes and minimizing waste, we are focused on continually finding ways to reduce our impact on the environment."

While the initial stages of this new recycling program cover the United States and Canada, Companion Systems is exploring ways to extend the program around the world.

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## RBRC announces winners of 2007 Recycling Leadership Awards

The Rechargeable Battery Recycling Corporation (RBRC), a nonprofit, public service organization dedicated to recycling used rechargeable batteries, announced the recipients of its seventh annual "Recycling Leadership Awards."

This year's participants recognized for their exceptional recycling efforts with RBRC's Call2Recycle™ program included the City of Los Angeles; COGERNO (New Brunswick, Canada); Hennepin County (Minnesota); Montgomery County (Maryland); the City of Austin (Texas); and Marine Corps Base Camp Lejeune (North Carolina).

The awards are divided into regional and national categories with four United States regional award winners and two national award winners — one from the United States and one from Canada.

The following groups were nationally recognized participants in the Call2Recycle program:

City of Los Angeles - Since joining the RBRC program in 2005, the City of Los Angeles has collected more than 39,000 pounds of rechargeable batteries through the Call2Recycle program, with more than 15,500 pounds collected in 2006 alone. The City of Los Angeles Department of General Services promotes recycling and waste minimization to all city departments, which encompasses approximately 40,000 employees at more than 400 facilities.

COGERNO (Commission de gestion enviro ressources du Nord-Ouest); Province of New Brunswick, Canada - Continuous community involvement has helped COGERNO promote the mission and goals of RBRC in Canada and collect more than 2,300 pounds of rechargeable batteries since it enrolled in the program in 2005. The combination of extensive promotion at community events and workshops, school education and the distribution of collection containers at convenient locations across the region has enabled

COGERNO to recycle nearly 750 pounds of rechargeable batteries through the RBRC program in 2006.

The following groups were recognized on a regional level for their participation in the Call2Recycle program:

Hennepin County Environmental Services; Minneapolis, Minnesota - As RBRC's largest community collection program, Hennepin County Environmental Services has been an important driver in rechargeable battery recycling in Minnesota, collecting more than 165,000 pounds of rechargeable batteries since 1994. With more than 22,000 pounds collected in 2006, the efforts of this community are largely successful due to an extensive public outreach and education campaign.

Montgomery County Division of Solid Waste, Hazardous Waste Program; Derwood, Maryland - The Montgomery County Division of Solid Waste joined Call2Recycle in 2003 and successfully implemented a rechargeable battery collection program at the county's household hazardous waste stations. Collections totalled 6,300 pounds of rechargeable batteries in 2006.

City of Austin, Household Hazardous Waste Management Program, Department of Solid Waste Services; Austin, Texas - A Call2Recycle participant since 2004, the Austin Department of Solid Waste Services has collected more than 13,000 pounds of rechargeable batteries. Collections totalled more than 2,800 pounds of rechargeable batteries in 2006.

Marine Corps Base Camp Lejeune Environmental Management Division; Camp Lejeune, North Carolina - Marine Corps Base Camp Lejeune's Environmental Management division operates a successful rechargeable battery and cell phone collection program at the base's hazardous waste facility for naval departments and base residents, which collected more than 5,300 pounds of rechargeable batteries in 2006.



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# AUTO

## One millionth mercury auto switch collected

United States Environmental Protection Agency (EPA) Administrator Stephen L. Johnson congratulated participants in the National Vehicle Mercury Switch Recovery Program (NVMSRP) for their collaborative work in collecting the one millionth mercury auto switch at Pull-A-Part in Conley, Georgia.

Pull-A-Part-Conley recently joined the EPA National Environmental Performance Track Program and is also a member of the EPA National Partnership for Environmental Priorities.

This milestone highlights the NVMSRP partnership's progress toward reducing the amount of toxic mercury released from scrap vehicles before they are recycled.

The goal of the NVMSRP is to capture 80 to 90 percent of available vehicle mercury switches by 2017, when most pre-2003 vehicles are expected to be off the road and the program is scheduled to end.

## Ford's EcoBoost promises savings where customers feel it most — at the pump

As America watches gasoline prices creeping toward the \$4 per gallon mark, Ford Motor Company is offering a new family of engines that promise real-world savings at the pump.

The EcoBoost family of 4- and 6-cylinder engines uses turbocharging and direct injection technology to deliver better fuel economy and fewer emissions. More importantly, EcoBoost builds on today's affordable gasoline engines, allowing the technology to be applied across a wide range of vehicle types.

In 2009, Ford first will introduce EcoBoost on the Lincoln MKS featuring the power and torque of a V-8 engine with the fuel efficiency of a V-6.

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EcoBoost's combination of direct injection and turbocharging mitigates the traditional disadvantages of downsizing and boosting 4- and 6-cylinder engines, giving customers both superior performance as well as fuel economy.

With direct injection, fuel is injected into each cylinder of an engine in small,

precise amounts. Compared to conventional port injection, direct injection produces a cooler, denser charge, delivering higher fuel economy and performance.

Ford's 3.5-liter EcoBoost V-6 gives customers a fuel economy improvement of approximately 15 percent and emits up to 15 percent fewer CO2 emissions to the environment.

PHOTO COURTESY OF FORD MOTOR COMPANY



The Ford Explorer America concept showcases EcoBoost, along with other sustainability actions.

### Explorer America

To help explain its vehicle sustainability strategy, Ford created the Explorer America concept that debuted at the 2008 North American International Auto Show.

The Explorer America concept aims to highlight a number of innovations tied to Ford's systems approach, including:

- A powertrain lineup that includes a 4-cylinder 2-liter engine with EcoBoost technology. Depending on engine selection, fuel-efficiency will improve by 20 to 30 percent versus today's V-6 or V-8 Explorer.

- A fuel-efficient 6-speed transmission with auto shift control, allowing the driver to select and hold a lower gear when conditions warrant it.

- A weight reduction of 150 pounds for the V-6 version thanks to its downsized engine, as well as more lightweight materials, suspension and chassis components.

- Fuel-saving electric power-assisted steering (EPAS) and other engine actions that deliver a fuel savings benefit of about 5 percent. Between 80 to 90 percent of Ford, Lincoln and Mercury vehicles will have EPAS by 2012.

- Aerodynamic and other parasitic improvements that add up to a 5 percent fuel economy gain.

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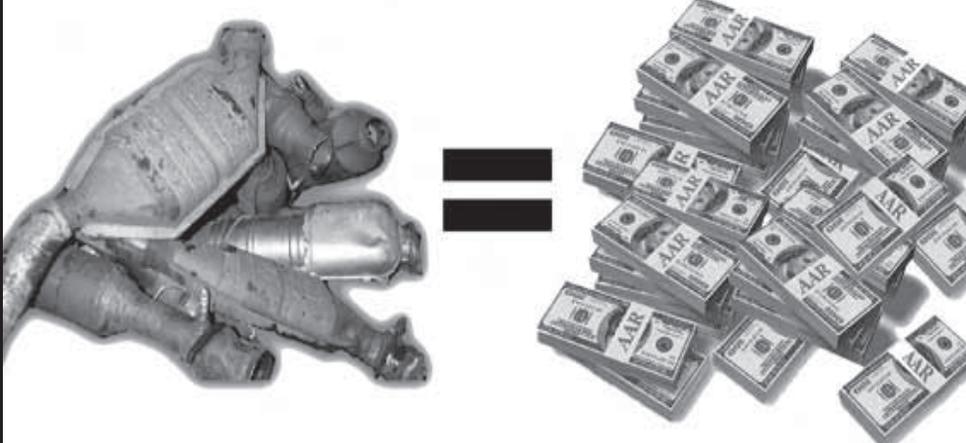
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# ON TOPIC — Q & A

by Irwin Rapoport

## Demand remains strong for metals in 2008

The demand for scrap steel continues to soar, as do the prices. Nations such as China and India continue to import enormous quantities from the United States.

This is also the case for non-ferrous metals, which are key staples in the production of construction materials, industrial applications and consumer products for daily use.

Recycling firms that specialize in metals recovery are generating substantial profits and making greater efforts to recover these materials.

In the following interview, Robert J. Garino, director of commodities for the Institute of Scrap Recycling Industries, Inc. (ISRI) provided his take on demand and prices for key metals in 2008.



Robert J. Garino

**Question:** What do you foresee in terms of the international demand for scrap steel and the prices that scrap dealers can charge for this commodity in 2008?

**Answer:** For domestic steel producers and ferrous scrap consumers, the early 2008 outlook appears to be reasonably positive. Goldman Sachs (New York) for example, saw risks in demand based on last year's "sluggish" fourth quarter, but it also predicted "some improvement" in the first half of this year, "if only due to seasonal patterns." However, it expected U.S. auto production to be lower this year.

Nevertheless, most analysts today are more confident than ever that domestic mills will be able to raise prices, even if

demand remains weak, because of the country's net supply shortage of finished steel, relatively low levels of inventories and reduced imports.

Several steel analysts also see cost pressures building that could underpin finished steel prices this year.

On the price front, earlier estimates for finished steel such as HR coil and No.1 HMS were under the price response to date. Since ISRI does not forecast prices, we'll leave that exercise to others.

**Question:** Over the past number of years China has been exporting a serious amount of scrap metal to the U.S. Is this expected to continue?

**Answer:** In 2007, for the fourth consecutive year, global steelmakers surpassed

the billion ton mark in their crude steel production, with China serving as the dominant producer.

It is estimated that China's crude steel production ended 2007 around 490 million mt, representing more than one third of total global output. Even though it consumes the vast majority of its production domestically, China has become a major steel exporter. Steel analysts note that China's exports in 2008 may be the swing factor in the global steel market balance. Forecasts by the China Iron and Steel Association place 2008 crude steel production at 540 million mt, which would be a 10 percent increase over 2007.

Locker Associates (New York) expects the Chinese government will curb the country's steel production. Other factors also could mitigate China's global impact and influence on prices for both finished steel and scrap, including export taxes, the elimination of value-added tax rebates and a continued strong internal demand.

**Question:** What is your take on the production of steel in the U.S. for 2008 and the situation regarding imports?

**Answer:** The American Institute for International Steel (AIIS) projects that steel

shipments last year reached 104.5 million net tons, down from the 109.5 million tons shipped in 2006. Despite this decline, it expects U.S. steel consumption to increase due to de-stocking.

The AIIS also estimated total U.S. steel imports at 33.5 million tons in 2007, compared with 45.3 million tons in 2006. U.S. exports of steel soared last year, reaching a projected 10.9 million tons compared with 9.7 million tons the previous year.

**Question:** Will demand and prices for copper continue to climb?

**Answer:** For 2007, market watchers expected new copper supply to rise at least as fast as consumption, leading to a statistical surplus for the year.

While the World Bureau of Metal Statistics and International Copper Study Group reported metal deficits through most of last year, ICSG's October forecast projected a 110,000 mt surplus for all of 2007. In 2008, ICSG expects a larger surplus of about 250,000 mt based on estimated global consumption of 18.7 million mt against projected refined copper output of almost 19 million mt.

Some analysts maintain, however, that copper will not be oversupplied due to current conditions.

Others contend that global consumption, led by China, is always understated and that overall consumption will post a year-on-year increase despite an assumed slower pace of Western World industrial production and metal usage in 2008.

For this year, the price forecast - distilled from projections in fourth-quarter 2007 and perhaps overly influenced by the upbeat sentiment at LME Week in the second week of October - is for copper to average about \$3.10, with predictions ranging from \$2.61 (Natixis, New York) at the low end to a high of \$3.68 (Mitsui Bussan Commodities, London). This consensus price is positive compared with Reuters' July 2007 midyear forecast of \$2.85 a pound.

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# AUTO

## Subaru evaluates electric car

Subaru announced that it would begin evaluating its R1e electric vehicle (EV) in the United States this summer.

Based on the Subaru R1 minicar sold in Japan, the R1e was developed by Subaru in partnership with the Tokyo Electric Power Company, Inc.

The utility has been testing R1e electric cars since 2006. As part of a U.S. test program, two Subaru R1e electric cars will join the New York Power Authority fleet.

“This partnership with the New York Power Authority is further demonstration of Subaru's ongoing efforts in applying electric car technology in real world situations. Along with our newly introduced diesel powered cars, electric cars are a viable response to our need to improve fuel consumption and carbon output,” said Tim Mahoney, senior vice president and chief marketing officer for Subaru of America, Inc. “The R1e electrical vehicles are designed for city dwellers looking for an environmentally friendly and fun-to-drive alternative to gas powered cars.”

The Subaru R1e employs state-of-the-art, fast-charge lithium ion battery technology that eliminates typical lithium ion battery issues of charge memory loss, allowing partial charges and quick charges that do not decrease battery life. The two-seat Subaru R1e is capable of driving at speeds up to 65 mph with a range of up to 50 miles, making it an ideal urban commuter.

The Subaru R1e can be “quick-charged” to 80 percent capacity in only 15 minutes. The vehicle can be fully charged overnight (eight hours) while connected to a standard household electrical outlet. The R1e uses an AC permanent magnet synchronized motor producing 40 kW.

PHOTO COURTESY OF SUBARU OF AMERICA, INC.



The Subaru R1e can be quick-charged in just 15 minutes.

Service life for the high-density lithium-ion battery is estimated at 10 years and 100,000 miles, another environmental benefit of Subaru technology. The battery pack is also designed to be easily recycled. The laminated battery packs are flat, rather than cylindrical, offering EV manufacturers wide latitude in vehicle design and packaging. The battery's basic design and composition consists of laminate, manganese and lithium ion.

## Total Resource Auctions expands in salvage industry

As part of a major national expansion, Total Resource Auctions, a subsidiary of Manheim, will acquire four salvage auction companies operating at 11 locations.

The acquired companies are Klode Salvage Distribution Center, Inc., S.A.I.S.C., Inc., Sapulpa Auto Pool, Inc., and SourceOne Solutions. As part of the transaction, all existing partners and management will remain with the business under a multiyear agreement, ensuring business operations and customer service remain intact. The deal also includes AIMS Software, a leading salvage auction technology company that offers direct interface to customers, including key insurance customers.

The addition of these 11 locations will expand Total Resource Auctions’

coverage areas into new markets in Alabama, Oklahoma, Colorado and Wyoming and expand operations in Arizona, growing the number of Total Resource Auctions locations serving customers from 44 to 55 sites across the United States and Canada.

The new locations acquired are:

- Klode Salvage Distribution Center, Inc., Littleton, Colorado; Montrose, Colorado; and Casper, Wyoming.

- Klode Heavy Equipment Division – Denver, Colorado.

- Sapulpa Auto Pool, Inc., Tulsa, Oklahoma, Oklahoma City, Oklahoma.

- S.A.I.S.C., Inc., Tucson, Arizona; Phoenix, Arizona.

- SourceOne Solutions, Birmingham, Alabama; Decatur, Alabama; and Mobile, Alabama.

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# A Closer Look

by Donna Currie

## Minichiello Brothers

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Frank Minichiello said, "I've been here my whole life." As the son of Frankie Minichiello, the company's founder, he wasn't exaggerating.

Minichiello said that although his father was one of the youngest of the Minichiello brothers and had no more than a sixth-grade education, he was the one who founded the company over 50 years ago "and brought two of his brothers into the business." Over the years, most of the brothers worked for the company, and Minichiello named them all as an important part of the company's heritage: Mickey, Frankie, Johnny, Joe, Carmen, Tony and Louie.

At first, the company focused on dismantling battleships and submarines, and then moved on to other types of scrap. It eventually grew to include two locations, but like many family-owned businesses, it suffered as the founding generation grew older, and died or retired.

Minichiello credits his father with much of his own success. "He taught me a lot, he said, "He taught me how to work the hard way. He taught me how to work and how much work goes into making a dollar."

Minichiello said his first job his father gave him was when he was little more than a toddler. "He put a magnet in my hand, and a bucket in the other, and told me that anything that didn't stick to the magnet goes into the bucket," he said.

Later, "I graduated to an axe," he said. While there were torches and other cutting equipment available, his father told him, "you're going to work with this axe first." Minichiello proceeded to cut just about everything he could find – cars, pipe, sheet – "things they said you couldn't cut, I chopped up with that axe."

Coupled with a bad economy, the company had shrunk back to a single location and had been closed for six months when Minichiello and his wife, Tanya, bought the business about eight years ago. "She's been by my side," Minichiello said, crediting her with much of the business's success. "I couldn't have done it without her."

Minichiello said he re-started the business with borrowed money and \$5,000 in his pocket, and would buy scrap at his yard and "run down the street" and sell it to competitors to get enough money to buy more scrap.

"We went from strictly nonferrous to doing iron also," Minichiello said. Now the company again has two working locations, and Minichiello is considering a third. "I definitely want to open up a new facility – when the right deal comes along." He would like to find a property with a rail siding, he's thinking about an auto shredder and is also "tossing around the idea of putting in a furnace" for irony aluminum. But first, "we're putting in a car processing facility," which will remove fluids and begin dismantling the cars.

With the scrap market booming, cash flow is still a challenge, but the figures have more zeros. Before scrap prices skyrocketed, Minichiello said that \$10,000 of business a day was a good average, but now he sees "\$100,000 a day, like it's nothing." He keeps a close eye on the bank and the inventory, because scrap on the ground is worth a lot. "You've got to process the stuff so fast," he said.

Even today, Minichiello said that one of the best parts of the business is that "you get to wreck stuff." He said that a good thing about scrap is that it doesn't go bad, it doesn't matter what it looks like, it still has value and it never spoils. Even so, neatness counts, at least when it comes to his property. "We keep it clean, we keep it neat, we keep it swept," he said.

While Minichiello Brothers is the business's original name, the company also is known as "Scrap It" because, according to Minichiello, "it associates what we do with who we are." He said that when people have junk to get rid of, they say that they want to scrap it, not that they want to "Minichiello it," and so far the name has caught on, perhaps helped along by the thousands of T-shirts he has given to customers with the "Scrap It" name on the back.



From left to right, back row: Johnny, Joe, Louie, Carmen. Front row: Tony, Mickey, Frankie.

# AUTO

## Canadian auto recyclers want vehicles processed prior to shredding

by Irwin Rapoport

While 95 percent of the approximately 1.2 million cars that are retired annually in Canada are sent to shredding operations, about 500,000 of those vehicles do not pass through automobile recyclers and subsequently, are shredded with the various fluids and mercury switches intact.

The Automotive Recyclers of Canada (ARC) is looking to reduce that number considerably and with the help of federal, provincial and territorial governments, to establish a system that would see nearly every vehicle pass through a recycling process to ensure that fluids are drained; mercury switches, acid batteries, gas tanks and recyclable parts are removed.

Steve Fletcher, the managing director of the ARC, says this would bolster the revenues of automotive recycling operations with additional re-used parts.

With scrap steel in serious demand, Fletcher says that automotive recyclers

and those seeking to sell directly to shredders are competing to acquire vehicles.

"In a normal environment, there is not a lot of friction between the two parties," he says, "but with scrap at almost historic highs, there tends to be competition for the car on the street. In Ontario, there is an absolute glut of vehicles because everybody is chasing after that car."

He added that the rate of auto recycling tends to be higher on the Canadian west coast, with Ontario below average and Quebec having an average rate.

There are about 10 shredders in Canada, with 5 in Ontario and the remainder in urban centers and ports. Because shredding operations tend to be located adjacent to major ports and transportation hubs, in isolated areas such as Alberta, vehicles sold to shredders may receive \$100, while those in Ontario pay \$150 per vehicle.

"In Alberta you have a surplus of cars and it's only recently that we've heard of

**Continued on Page 13**

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# AUTO

## Auto processing

Continued from Page 12

people going to Alberta looking for scrap – this is a good thing for our industry,” says Fletcher. “Many shredders need to buy the vehicles in bulk to get them over the mountains into British Columbia. The more we can prevent abandonment, where it is not worth the effort for the last owner to pay someone to take the car, we at least end with a revenue neutral situation.”

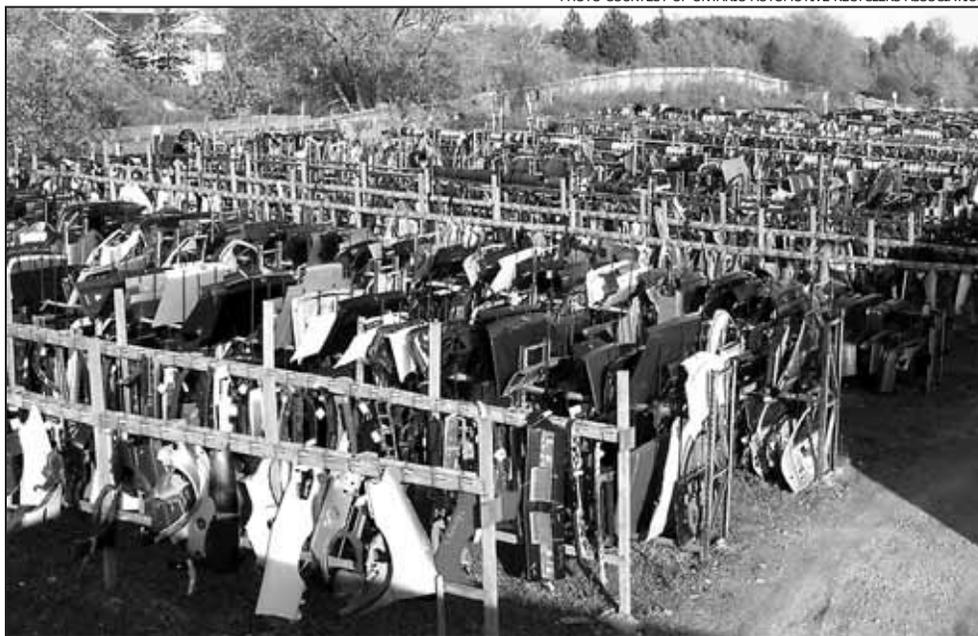
There are no automotive recycling operations in Canada’s northern territories, but Fletcher notes that municipal dumps are now making efforts to have scrap dealers make visits to acquire those vehicles.

Environment Canada, an arm of the federal government, is currently funding five different vehicle scrappage programs for about \$500,000 per program. These are ‘early retirement’ incentive programs out of Calgary, Winnipeg, Vancouver, Halifax and Montreal.

In March 2007, the Feds earmarked \$36 million to create a national scrappage program, with \$30 million for incentives for a person to retire their vehicle and \$6 million to create the program’s infrastructure and promote it.

Fletcher says this could either lead to the strengthening of existing regional programs or a national program where Canadians could contact a single organization.

“This will result in lowering green house gas (GHG) emissions because the odds are that a person retiring a pre-1995 vehicle will purchase a newer car with better emission controls,” he says. “Basically 1995 and older cars have very poor environmental controls. It is estimated that 15 percent of the cars on the road are pre-



Outdoor racking at Carcone’s Auto Recycling in Aurora Ontario holds recovered parts from vehicles prepared for recycling.

1995 and they generate 50 percent of GHG emissions of the total fleet.”

In terms of incentive, owners could receive \$500 worth of public transit passes. The existing program uses a \$1,000 incentive to buy a new vehicle, and that program retires 20,000 vehicles per year.

With the car retired, the ARC wants those vehicles routed to an auto recycler. ARC represents 420 of the approximately 1,700 operations in Canada.

“They should go through a system so that the vehicle does not become a waste hazard should it fall into the wrong hands,” says Fletcher. “When you are crushing a car without draining the fluids and removing the mercury and lead, you are contaminating the automobile shredder residue, making it a hazardous material that contaminates the landfills, as well as the shredding operation itself.”

He stresses that there is little or no government oversight when it comes to recycling and shredder operations.

“Part of this national program is to implement a code of practice for our industry to ensure that the vehicle is properly handled,” says Fletcher.

Unlike the United States, there is no mandated program for the removal of mercury switches. A voluntary program was announced last December that places the onus on the auto manufacturers and steel producers to develop programs.

“They won’t have the plans in place until July,” says Fletcher. “But the manufacturers have said they will not pay for the removal. We told them they would have lower recovery rates compared to the United States.”

Steel mills would prefer to not have mercury in the scrap steel they process

because that results in emissions of mercury and the need to install expensive scrubbers that have not been proven effective. Mills have some leverage by paying more for green hulks versus a standard hulk, but they still accept contaminated steel.

“This is part of the message that we are giving to the insurance companies, garages and general public,” says Fletcher. “A reused part is an environmentally responsible part. Alternators, transmissions and engines can be rebuilt. An engine is worth \$30 as metal, but a reused engine is worth \$500.”

The ARC would like to see more shredders refuse undrained vehicles and those with hazardous parts.

Markets are developing for drained fluids. In Ontario, a liter of oil is worth five cents and most provinces have stewardship programs for tires, batteries and oil. Ontario does not have any.

“This gives us good leverage,” Fletcher says. “With good working models that point to successes, it helps to persuade legislators to pass legislation.”

The ARC is hoping that future car design allow for easier dismantling at the end-of-life stage and that discussions with the auto industry in North America and governments will reach the level that has been achieved in Japan and Europe.

Fletcher stresses that legislation is not enough.

“We need certain things from the manufacturers and you need governments to help push those things,” he says. “If you just pass legislation, unintended consequences are rampant. But if you encourage dialogue and cooperation, which is kind of the Canadian way of going about things, benefits can occur faster and better.”



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## Steel industry

Continued from Page 1

for scrap while discussing the company's quarterly results. "We expect significant cost increases for raw materials, particularly for purchased scrap, coke and alloys," he said.

There is currently enough demand for steel to justify higher prices, said Bob Garino, director of commodities at the Institute of Scrap Recycling Industries Inc., a trade association in Washington D.C. He cited higher input costs as a reason for higher prices.

"You have a lot of cost side pressures that the steel mills have to contend with. We are seeing higher steel prices based on cost push as opposed to demand pull," he said.

"We've had a weak dollar and that makes both scrap and finished steel more attractive to offshore buyers," Garino said. "The export market has been very strong."

Steel production worldwide is increasing, according to the International Iron and Steel Institute in Brussels. Crude steel output totaled 113 million metric tons in January, an increase of 4.9 percent compared to January of 2007.

The United States produced 8.4 metric tons in January, an increase of 11.4 percent over the same month last year.

Garino said that he does not anticipate a let up in global steel making. He said that he expects China to lead the way with other markets in Asia following close behind.

"I am fairly optimistic about the United States' economy. I think all this talk about recession will pretty much fade away, certainly before mid-year," Garino said.

Garino said that the scrap steel industry is more of a lagging indicator of the overall economy than a leading indicator. He said that a steel mill is not going to buy scrap material unless it has orders to fill. "If you look at the individual markets, you are not seeing great demand, but obviously enough to keep the mills going," Garino said.

Garino said a lot of the steel mills went into 2007 with rather low inventories. Therefore some of the current demand for scrap steel is inventory building.

Another factor that might impact the scrap steel market is consolidation. "The industry is rather fragmented. There are a lot of smaller companies that could consolidate into larger ones. I

think that the industry could stand some consolidation," Garino said.

The United States has around 2,000 scrap processors and more than 70 end markets that use scrap steel, according to the Steel Recycling Institute. The Pittsburgh-based trade association estimates more steel is recycled than aluminum, paper, glass and plastic combined each year. The steel recycling rate is estimated at 68.7 percent.

"Prices are subject to demand and the forecast for demand worldwide is increasing, thus, prices will follow," said Bill Heenan, president of the Steel Recycling Institute. Heenan cited growth in demand for steel from both China and India.

"This boom is directly attributable to infrastructure development and nothing uses more steel than buildings, highways, bridges, airports, and other infrastructure," he said. "Pricing has been steadily increasing as consumption has steadily increased."

The total value of domestic purchases of scrap steel from all domestic purchases and exports was \$20.7 billion in 2007, up about 37 percent from 2006, according to research by the United States Geological Survey, part of the Department of the Interior.

An estimated 66 million tons of steel was recycled in steel mills and foundries throughout the year. Of that total amount, exports of ferrous scrap increased to an estimated 16.2 million tons from 14.9 million tons in 2006, according to the survey.

Most exports went to Turkey, China, South Korea, Canada and Taiwan, in descending order. The export of the scrap material increased in value from \$4.2 billion in 2006 to an estimated \$6.8 billion in 2007, according to the Geological Survey.

The steel recycling rate for automobiles in 2006, the latest year for which statistics were available, was about 104 percent, according to the government research.

A rate greater than 100 percent is possible because the steel industry recycled more steel from automobiles than was used in production of new vehicles during the year.

The recycling rate for appliances and steel cans was 90 percent and 63 percent, respectively, according to the survey, while the recycling rates for construction materials was 98 percent for plates and beams and 65 percent for rebar and other materials.

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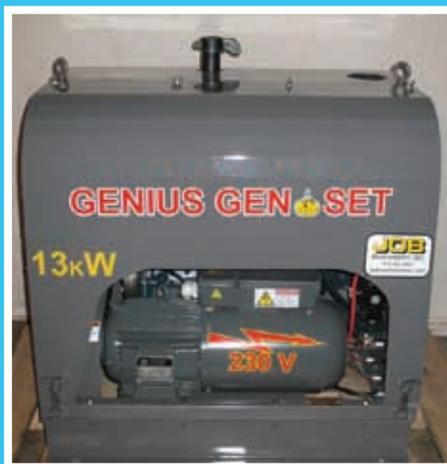
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## METALS

# New auto shredder begins operations in Alabama

In early 2004, David Hickman of David Motor & Scrap, Inc., decided to take his profitable Biloxi, Mississippi scrap yard to the next level by investing in an automobile shredder.

Hickman acquired the perfect location for his shredder; a piece of property in Mobile, Alabama that was grandfathered as a scrap yard and it included rail access.

In mid-March of 2008, Hickman flipped the switch on a complete automobile shredding system. It included a downstream system for capturing both ferrous and non-ferrous metals. Future expansion plans include a second eddy-

current separator meant to recover fines from shredder fluff.

The facility boasts a two-scale system that allows trucks to weigh in at the front gate, unload and weigh out at a second scale located at the rear gate. The owner said customers would not have to wait to get in and out over the same set of scales.

Over the past several years, the Mobile area has become a hotbed of industrial growth, presenting many new opportunities to Hickman's new company, David's Auto Shredding, Inc.

"It won't take us nearly as long to put in our second shredder," Hickman says.



The 2,000 h.p. shredder can handle up to 6,000 short tons per month. Hickman has several of his own yards in Mississippi that will provide about 3,000 tons.

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# METALS

## New York metal recycler cited by OSHA for 22 safety violations

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) has cited an Auburn, New York, scrap metal recycling plant for a total of 22 alleged serious and repeat violations of safety standards following the November 6, 2007, death of an employee who became caught in a conveyor belt. Auburn Metal Processing LLC faces \$44,100 in proposed fines.

OSHA's inspection found that conveyors and other machinery at the plant lacked adequate guarding to prevent employee contact with moving parts, and that hardware and procedures to lock out their power sources to prevent startup while employees worked on them were not supplied and used. The conveyors also lacked start-up alarms to warn employees.

In addition, OSHA's inspection identified a cross-section of hazards at the plant, including no program to regulate entry into permit-required confined spaces; the use of damaged forklift trucks;

an uninspected and improperly maintained crane; damaged electrical cords; ungrounded electrical equipment; inadequate fire protection where flammable liquids were stored; and lack of reflective clothing for employees exposed to vehicular traffic after dark.

As a result, OSHA issued the plant 16 serious citations, with \$23,100 in fines.

OSHA also issued the plant six repeat citations, with \$21,000 in fines, for hazards similar to those cited during an earlier OSHA inspection. These included lack of backup alarms on loaders; failing to replenish spent fire extinguishers; unguarded open-sided floors and platforms; missing stair rails; improperly maintained air cleaning hoses; and additional instances of unguarded machinery. OSHA issues repeat citations when an employer has previously been cited for a substantially similar hazard and those citations have become final.

*Children seldom misquote you. In fact, they usually repeat word for word what you shouldn't have said.*

## January imports increase by 33% over December

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the United States imported a total of 2,658,000 net tons (NT) of steel in January 2008, including 2,197,000 NT of finished steel (up 33 and 37 percent, respectively, vs. December final data). Total and finished steel imports on an annualized basis are down 4 and 1 percent, respectively, vs. 2007. On an annu-

alized basis, total imports of steel in 2008 would be 31.9 million NT.

Among the products showing large increases in January 2008 vs. the month before were Structural Shapes Heavy (up 152%), Reinforcing Bar (up 132%), Oil Country Goods (up 109%), Hot Dipped Sheets & Strip (up 57%), Cold Rolled Sheets (up 31%), Hot-rolled Bars (up 27%) and Hot Rolled Sheets (up 24%).

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

	Prelim Jan 2008	Dec 2007	Nov 2007	Jan 2008 vs. Dec 2007 % Change	2008 Total vs. 2007 Total % Change
China	272	182	327	49.5%	-28.9%
South Korea	232	65	176	256.9%	38.9%
Japan	121	88	107	37.5%	-1.8%
India	102	54	69	88.9%	56.1%
Germany	86	91	82	-5.5%	-4.7%
Turkey	69	1	30	6800.0%	46.7%
Taiwan	64	45	31	42.2%	-29.9%
Australia	63	44	54	43.2%	46.8%
All Others	1,188	1038	1087	14.5%	-1.5%
<b>Total</b>	<b>2,197</b>	<b>1608</b>	<b>1963</b>	<b>36.6%</b>	<b>-0.9%</b>

Source: U.S. Dept. of Commerce, Bureau of the Census

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# METALS

## Steel import permit applications decrease from prior month

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 February totaled 2,329,000 net tons (NT). This was an 8 percent decrease from the 2,534,000 permit tons recorded in January 2008, and a 12 percent decrease from the January preliminary imports total of 2,658,000 NT. Import permit tonnage for finished steel in February was 1,849,000 NT, a decrease of 16 percent from the preliminary imports of 2,197,000 NT in January. For the first two months of 2008 (February SIMA

and January preliminary), total steel imports annualize at 29.9 million NT, 10 percent below the 2007 12-month total.

For February 2008, the largest finished steel import permit applications for offshore countries were for China (222,000 NT), Korea (156,000 NT), Japan (97,000 NT), Germany (87,000 NT) and India (83,000 NT). Finished steel import permit applications for Chinese steel declined 18 percent in February compared to January preliminary imports. Product categories that have increased in the first two months of 2008 vs. the same period in 2007 include: line pipe (up 59 percent), heavy structural shapes (up 18 percent) and hot rolled sheets (up 7 percent).

## Alter Trading establishes Hong Kong office

Alter Trading Corporation is establishing an office in Hong Kong, China. The office will serve to increase the company's current business in China and focus on the expansion of other markets in the Pacific Rim. Alter will retain its representative office in Shanghai, China.

Robin Cai, formerly of Alter's Shanghai representative office, will manage the Hong Kong facility, which will be known as Alter Metal Recycling Hong Kong Limited. With offices in the North Point area, Alter will further centralize its marketing and trading activities in the region.

## Metso Minerals expands in Ohio

Metso Minerals Industries, Inc. has announced plans for a major expansion of its manufacturing operations in Northeast Ohio.

The new fabrication facility will produce Lindemann scrap metal shears, small shredders and provide a rebuilding service for rotors used in automotive shredders. It will be located in Northeast Ohio near the company's existing engineering and manufacturing facility in Brunswick.

The company expects the new facility to be online in the spring of 2008. It will have a total crane capacity of 80 tons and is expected to double the fabrication capacity of Metso Minerals Industries' Ohio operations.

The Brunswick operation (formerly BEST, Inc.) was acquired by Metso in March of 2007 and, since the beginning of 2008, has increased its fabrication capacity by 100 percent.

## Duluth Metals acquires surface rights on 480 acres in Minnesota

Duluth Metals Limited announced that Duluth Metals Corp., through its wholly owned subsidiary, Sky Blue Waters Land Company, has purchased the surface rights of approximately 480 acres of its Maturi Extension Properties. This acquisition is significant as Duluth Metals proceeds on the development and planning phase of the Nokomis Deposit near Ely, Minnesota.

The estimated 480 acres are associated with and overlay mineral rights held

by Duluth Metals on its Maturi Extension Properties, and include parts of the Nokomis Deposit. The Nokomis Deposit contains 347 million tons of indicated resources grading 0.62% copper, 0.20% nickel, 0.52 grams per ton of total precious metals (TPM) which consists of platinum, palladium and gold, and an additional 108 million tons of inferred resources grading 0.64% copper, 0.18% nickel, 0.70 grams per ton of TPM.

## DEP fines Hoeganaes Corp. for violations

The Department of Environmental Protection has fined Hoeganaes Corporation \$30,000 for numerous air quality violations that occurred over a two-year period at its ferrous metal powder production plant in Delaware Township, Northumberland County.

Most of the violations, which began in 2006, were associated with the com-

pany's insulated particle process and excessive emissions of methylene chloride, a hazardous air pollutant.

The air pollution control equipment used by Hoeganaes did not reduce the emissions enough to meet the set limits.

Because it could not achieve compliance, Hoeganaes shut down the insulated particle process in July 2007.



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# METALS

## Aleris closes its Bedford, Ohio coil coating facility

Aleris International, Inc. will be permanently closing its Bedford, Ohio coil coating facility. Production will be phased-out and the site is expected to be permanently closed by the end of the second quarter of 2008.

The facility employs 40 people and supplies coated aluminum coil for building and construction, transportation, distribution and consumer durables applications. The closing of this facility results in restructuring charges of approximately \$4.8 million related to severance, shutdown costs and asset impairment.

Production will be transferred to other Aleris facilities in the United States, and Aleris will continue to provide the same high quality products and services that customers expect.

*“Opportunity is missed by most people, because it is dressed in overalls and looks like work.”*

—Thomas Edison (1847-1931)

## United Steelworkers approves Severstal acquisition of ArcelorMittal's Sparrows Point Mill

Leo W. Gerard, president of the United Steelworkers (USW), confirmed the union's initial approval of Russia's Severstal North America Inc. (SNA) acquisition of the Sparrows Point steel mill in Baltimore, Maryland, where the union represents 2,200 steelworkers.

“Negotiations with both the seller and the new buyer of the Sparrows Point steel mill are completed,” Gerard said. “The Severstal deal demonstrates the USW and its members are the critical players in the continuing consolidation and revitalization of North America's steel industry for those who want access to our hemispheric market.”

John Cirri, president of USW Local 9477, representing workers at Sparrows Point, wrote an e-mail message to the union members, saying, “The many months of uncertainty on who will be our third new owner are finally over. Severstal North America has agreed to purchase Sparrows Point for \$810 million. The protections and provisions provided under the USW collective bargain-

ing agreement with ArcelorMittal remain intact. We believe that the date Severstal officially takes control will be in about 60 days.”

ArcelorMittal's Sparrows Point is being sold by Joseph G. Krauss, Divesti-

ture Trustee, as required by a federal district court to settle a complaint filed by the U.S. Department of Justice after the merger agreement between Mittal Steel and Arcelor SA in 2006.

**AR Scrap Metals MarketWatch**

Commodity	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	
#1 Bushelings	per gross ton	\$279.00	\$250.00	\$275.00	\$310.00	\$382.00
#1 Bundles	per gross ton	279.00	248.00	270.00	305.00	382.00
Plate and Structural	per gross ton	265.00	238.00	265.00	265.00	356.00
#1 & 2 Mixed Steel	per gross ton	325.00	240.00	266.00	265.00	310.00
Shredder Bundles (tin)	per gross ton	235.00	240.00	225.00	228.00	242.00
Crushed Auto Bodies	per gross ton	230.00	235.00	235.00	260.00	261.00
Steel Turnings	per pound	—	175.00	145.00	173.00	243.00
#1 Copper	per pound	2.54	2.98	3.29	3.31	3.20
#2 Copper	per pound	2.35	2.86	3.13	3.16	2.93
Aluminum Cans	per pound	.80	.83	.87	.82	.80
Auto Radiators	per pound	2.03	2.05	2.10	2.10	2.16
Aluminum Core Radiators	per pound	.80	.72	.83	1.30	1.30
Heater Cores	per pound	1.49	1.38	1.75	1.74	1.29
Stainless Steel	per pound	1.10	1.14	1.20	1.10	1.67

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

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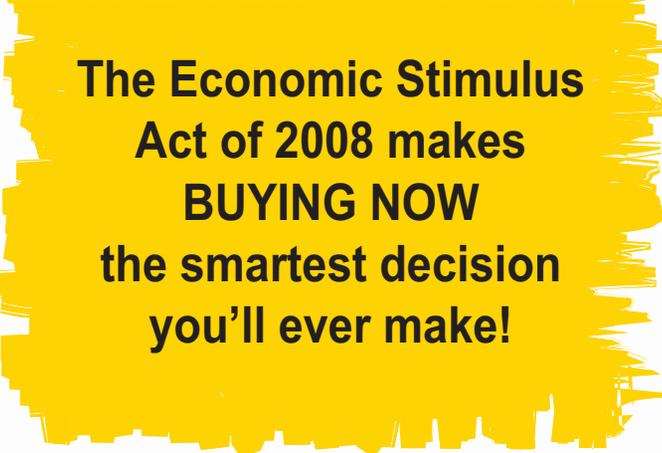


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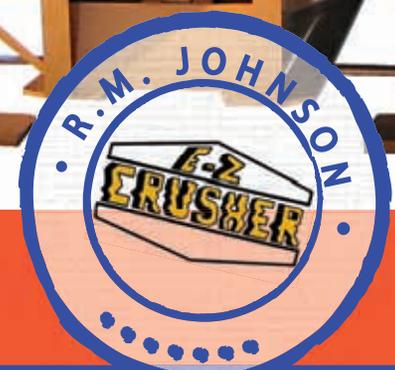
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# EQUIPMENT SPOTLIGHT

## Portable balers

by Mark Henricks

Most recyclers facing the task of baling recyclable material move the material to the baler, but for some scrap yards, landfills, factories and recycling services, it makes more sense to use portable equipment and move the baler to the recyclables.

At R.M. Johnson Co. in Annandale, Minnesota, David VanVleet, sales manager, says versatility is the reason people buy their self-contained movable log balers. "You can take a portable baler to a scrap yard, a landfill or just about any remote location where there's material waiting to be processed," VanVleet says. Landfills are often a popular target of mobile baling companies. "The landfills don't process enough scrap to justify having a baler on-site full time. They'll stockpile their stoves, refrigerators and other items and then call the mobile baler in for disposal once they've generated a pile."

The standard E-Z Log Baler Standard VanVleet sells weighs 51,000 lbs. and can be moved anywhere a semi-trailer tractor can haul it. Most users of the diesel-powered machines are baling service companies. "There are a lot of them now starting up to do just white goods such as stoves, refrigerators, washers and dryers," VanVleet says.



R.M. Johnson Co.

E-Z balers attract users because of the relatively modest prices and ability to process tons of recyclable materials per day, VanVleet says. The 36-year-old company offers a one-year guarantee on all parts and labor. VanVleet hinted at a

new model announcement coming this spring, which he said will incorporate technology and design features similar to the company's existing portable balers.

The company's portable baler sales haven't been affected by any new regulations, new markets or new technologies, but remain strong, he says. "It's unbelievable, with the market yo-yoing, but we're staying very busy," VanVleet says. "We're backlogged about three and a half months."



Al-jon Manufacturing LLC

At Al-jon Manufacturing LLC in Ottumwa, Iowa, scrap sales manager Curt Spry says the company's most popular model is the Al-jon 580 Car/Logger. "This portable one-man machine can process up to 25 car bodies per hour as well as miscellaneous loose sheet tin at a rate of 15 to 20 tons per hour," Spry says.

The company also manufactures a 400XL portable baler/logger. "This machine is highly mobile, weighing in at 61,000 lbs.," Spry says. "The machine can travel from site to site baling or logging miscellaneous loose sheet tin, appliances and is also used in many non-ferrous applications baling aluminum."

Al-jon's machines are distinguished by its "L" box design, which allows operators an extra large loading area measuring 10 feet by 19 feet on the 580 and 8 feet by 12 feet on the 400XL. This increases the speed of loading. "After final compression the bales or logs remain in the middle of the box for easy pickup and are ready to load into a trailer," Spry adds.

"Al-jon is using a Plus One System on all of our units," he continues. "This system allows the operator to adjust the density of the bales or logs from the seat of the cab. Additional Plus One features are bale count and hydraulic system checks. Both Al-jon balers are equipped with joy stick controls, heat, air conditioning and stereo."

Al-jon supplies baler/loggers all over the world. "We are seeing shredder owners purchase multiple machines and placing them in strategic locations in order to keep their shredders full of feed stock," Spry says.

At Colmar USA in Wheatfield, New York, vice president Lisa Bresolin says the company's most popular models are its B5500, B6200SW, SB5000-700, SB6200-800, C403 and C650. The company's seven logger balers are all fully transportable and sold standard in a roll-on/roll-off version. They weigh from 30,800 lbs. to 91,000 lbs. and wheeled versions are available upon request.

Colmar's value attracts buyers, Bresolin says. "Moreover our delivery time is still very good," she adds. "Our average is around 90 days and we still often have units in stock, unfortunately not as much as the market requires."



Colmar USA

Colmar is launching a new line of bigger balers and shear balers. "The Eagle line, the highest technology ever used by Colmar, has units with productivity of 40 to 60 tons per hour," Bresolin says. The first unit of this kind is now in operation in Florida.

Shear balers are the most popular among Colmar buyers, who include scrap yards of every size in every world-

Continued on Page 26

### Manufacturer List

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# PAPER

## Weyerhaeuser sells containerboard, packaging and recycling business

Weyerhaeuser Company announced the sale of its containerboard, packaging and recycling business to International Paper for \$6 billion in cash, subject to post closing adjustments. Weyerhaeuser said it expects to use a substantial portion of the proceeds from the sale to pay down debt.

The transaction includes nine containerboard mills, 72 packaging locations, 10 specialty-packaging plants, four kraft bag and sack locations and 19 recycling facilities. The transaction affects approximately 14,300 employees.

The 19 recycling facility locations included in the sale are as follows: Phoenix, Arizona; Fremont, Los Angeles/Norwalk, West Sacramento, California; Denver, Colorado; Chicago, Illinois; Des Moines, Iowa; Wichita, Kansas; Baltimore, Maryland; New Brighton, Minnesota; Omaha, Nebraska; Charlotte, North Carolina; Beaverton, Eugene, Oregon; Memphis, Tennessee; Carrollton, Texas; Salt Lake City, Utah; Richmond, Virginia; and Kent, Washington.

## Smurfit-Stone names 2007 Plants of the Year

Smurfit-Stone Container Corporation has named its 2007 plants of the year. The winners are:

**Anchorage** - "Our recycling division recovered more than seven million tons of recyclables in 2007, a company record," said Patrick J. Moore, Smurfit-Stone chairman and CEO.

The Anchorage plant's safety performance has gone seven full years without a recordable incident as measured by the Occupational Health and Safety Administration.

In addition, the Anchorage facility received national recognition for its partnership with Alaskans for litter prevention and recycling and its Flying Cans Program, which enables rural communities in Alaska to send aluminum cans to Anchorage for recycling.

**Ontario** - Smurfit-MBI is Smurfit-Stone's Canadian corrugated container business unit. Smurfit-MBI's Ontario area comprises facilities in Burlington, Etobicoke, Guelph, Milton, Toronto, Whitby, as well as a design center in Mississauga.

Smurfit-MBI's Ontario area facilities finished the year with a world-class safety record, achieving a 0.89 recordable case

rate as measured by OSHA. The facilities made significant progress toward fully implementing the company's new area concept with central services including planning, transportation, and logistics.

Panama City - "Our Panama City mill demonstrated that a properly executed strategy to improve profitability while

controlling production costs can deliver very positive results," Moore said. "The mill's success in this area has earned it the distinction of being our containerboard mill division's plant of the year."

The mill completed the last five months of the year without a recordable injury as measured by OSHA.

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# PLASTICS

## AERT and Cherokee Nation break ground for recycling facility

Advanced Environmental Recycling Technologies, Inc. (AERT) announced the start up on construction for its new recycling plant in Watts, Oklahoma.

The facility, funded and developed with the support of the Cherokee Nation and the State of Oklahoma, will reclaim post-industrial plastic materials for use in the Company's building products.

The benefits of the plant include providing AERT with low-cost raw

materials, creating over 200 jobs in an area of high unemployment and reducing Oklahoma's carbon footprint by reusing landfill waste.

The plant will be located on property where a large hog feed lot and finishing facility once operated. AERT plans to retrofit the wastewater and manure pits to pre-treat the effluent from the recycling process before it is discharged.

## Plastinum to produce Thermoplastic

Plastinum Polymer Technologies Corp. announced the commercialization of its first compounds made from recycled mixed post-consumer plastics, Infinymer Sml 31.1 and Infinymer Ssl 31.1.

Plastinum has been developing its Blendymer technology — currently the only environmentally-friendly mechanical process to treat mixed-plastic waste in an economically viable way. "It was thought to be impossible, processing incompatible polymers into a usable compound. We believe that the Blendymer technology

proves the opposite," said Jacques Mot, CEO of Plastinum Polymer Technologies Corp.

The Sml 31.1 is formed by a polystyrenic base and the Ssl 31.1 by a polyolefinic base. Both Blendymer compounds have the advantage that their composition and structure mean they can be used in a variety of ways - not only as new electrical and electronic components, but also in products ranging from piping to furniture, from lighting to sports equipment, from luggage to gardening tools.

## F & M Tool and Plastics establishes Smartware Products Division

F & M Tool and Plastics, Inc., located in Leominster Massachusetts, has announced the opening of Smartware Products, a division of F & M Tool and Plastics, a sales and distribution center in the Central Valley of California.

Smartware Products is a resourceful green solutions company that produces and distributes American made pots, whiskey barrels and landscape timbers.

"It is our job and our duty to recycle post consumer products to help the planet," said Chris Dondero. "And we recognize California's commitment to 'green' products."

Chris Dondero has been appointed West Coast division sales manager and Terry Dondero, director of Product Development.

## Trex Company appoints James E. Cline vice president and chief financial officer

Trex Company, Inc., manufacturer of Trex® decking, railing, fencing and trim, appointed James E. Cline as vice president and chief financial officer.

Cline served as president of Harsco GasServ, a global manufacturer and distributor of control and containment products with annual revenues of approximately \$400 million. From 1994 to 2005, Cline served as vice president and controller of Harsco GasServ. Cline replaces Anthony J. Cavanna, who has been serving as interim chief financial officer.

Trex also announced that Anthony J. Cavanna and William H. Martin, III will retire from the board of directors effective in May 2008.

Cavanna was one of the founders of Trex Company in 1996. He held key management positions at the Company, including serving as chief financial officer from 1996 until his retirement in 2004. In August 2005, he returned to serve as the Company's chairman and chief executive officer.



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# PLASTICS

## BASF makes polystyrene beverage containers

BASF has joined forces with ALPLA, one of the world's largest manufacturer of plastic beverage bottles, to come up with a bottle for milk and yogurt beverages using impact resistant Polystyrene. This will demonstrate that Polystyrene is an inexpensive alternative when it comes to packaging for this sector.

BASF's Polystyrene type BX 3580, specially optimized for this application, can be processed by injection blow molding and injection stretch blow molding on the same machines used for PET.

The advantage for packaging manufacturers is that the lower density of Polystyrene in comparison to PET can slash material costs by up to 25%. Even more energy and money are saved because injection stretch blow molding uses less compressed air and, unlike PET, the Polystyrene does not have to be pre-dried.

"We have filed a patent application for this process and will continue to be involved in this realm," explains Jaroslaw



Michniuk, head of marketing for standard styrenics at BASF in Ludwigshafen. Additional information about this new plastic product is available at [www.plasticsportal.eu/polystyrene](http://www.plasticsportal.eu/polystyrene).

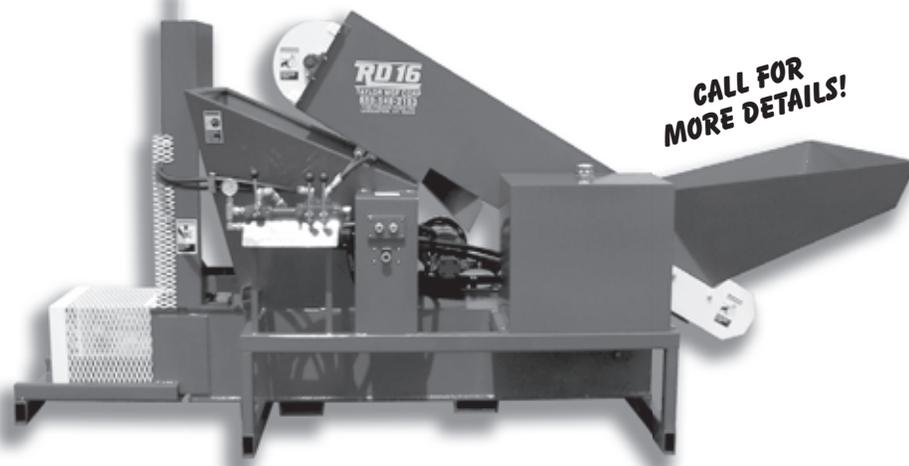
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## GLASS

# Toronto glass processing plant will save municipalities millions in recycling costs

Five Toronto area municipalities will save on the cost of operating their recycling programs thanks to a new glass processing plant scheduled to open its doors in Brampton this summer.

Stewardship Ontario announced that it has a deal with Canadian recycled glass processor, Unical, Inc. to build the plant.

As a start, it will accept all of the glass bottles and jars recycled in Toronto, Hamilton, and the Regions of Peel, York and Durham blue box programs.

To support the development of this new market for blue box colored and clear glass, Stewardship Ontario is providing seed money of \$1.75 million to Unical to purchase processing equipment. "One of Stewardship Ontario's mandates is to develop and enhance markets for recyclable materials leading to improvements in system cost efficiencies," said Sandra Banks, vice-chair of the board of directors.

"Most people don't know that Stewardship Ontario is an organization of industry stewards that pays half of the net operating cost of the Ontario blue box program. In the past four years, companies that use packaging and printed paper have contributed or committed more than \$188 million to municipalities to help pay recycling costs. In this shared system, both industry and municipalities have a stake in driving down costs whenever possible," Banks said.

Stewardship Ontario estimates the investment in the Unical plant will be paid back in under two years.

Each of the five municipal partners in the deal stands to save operating costs totaling about \$10 million over the seven years of the existing contract. In year one alone, municipal costs savings are estimated to range from \$40,000 in Durham which will deliver the least amount of glass to Unical to a high of about \$650,000 in Toronto which will ship the largest amount of glass.

In total, the five municipalities will supply a minimum of 44,000 tons of mixed (colored and clear mixed together) blue box glass. This represents about half of the glass estimated to have been collected in residential recycling programs in all of Ontario in 2007.

"In fact, when this plant is fully operational, it will have capacity to process much more glass than these initial 44,000 tons," said Andre Racine, president of Unical. "We're expecting we'll make rapid progress toward our capacity of 120,000 tons because we'll be almost next door to many municipalities that generate a lot of blue box mixed glass. That will save on transportation costs alone."

Peel Regional Chair Emil Kolb said, "Glass is and will continue to be an important part of the region's waste diversion equation. This is a good deal for Peel and it's a good deal for the industry members of Stewardship

Ontario who help pay for the program." Peel stands to save approximately \$250,000 in operation costs in year one and close to \$2 million over the seven year contract. "In these days of belt-tightening and rationalizing every tax dollar spent on municipal services, these savings in our waste management portfolio are both welcome and needed," said York's Regional Chair, Bill Fisch. York will save in the range of \$2 million over seven years, too.

Durham Councillor Charlie Trim said the savings would allow his region to focus on other waste diversion activities, calling it "a win for the environment." Hamilton Councillor Russ Powers agreed, saying the deal is "an excellent example of how public-private partnerships can benefit both parties. In this case, it will lead to improvements in our waste management program." City of Toronto representative, Steve Whitter, who is director of transfer, processing and landfills said he expects the amount of glass Toronto ships to the Unical plant will increase significantly after the city fully launches its new recycling and garbage bin program. "We know from the experience of other cities that recycling rates climb when the rollout bins are introduced."

Racine is optimistic about the future of the plant. He predicts a significant positive shift in the market for post consumer glass as demand for recycled materials increases.

## Equipment spotlight

Continued from Page 22

wide market, Bresolin says. "The East European market is growing faster and faster, China and the Far East are also opening to our kind of products," she says.

The future of the portable industry baler looks good, according to these manufacturers, despite the slow down of the economy in general. "And it will be good for a while at least until China will slow down, which is not expected soon," Bresolin adds.

One concern Bresolin noted had more to do with currency than compression. "The rate of exchange for the euro and dollar is getting worse and worse by the day and is affecting business," she says. "Our margins are shrinking every day. We are trying to keep our prices as steady as possible but it is really a nightmare. Let's hope the sinking of the dollar against the euro will come to an end soon."

## Copart acquires United Kingdom salvage business

Copart, Inc., a processor and marketer of salvage vehicles headquartered in Fairfield, California, announced they have reached a definitive agreement to acquire Simpson Bros. Salvage. Simpson Bros. Salvage is located in Stamford Bridge, York in the United Kingdom.

This acquisition will mark Copart's 11th facility in the UK. The acquisition is to be completed by early April.



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## New electronics recycling facility opened in Canada

One of Canada's largest electric and electronic waste recycling facilities is now open for business in Edmonton.

The new facility is expected to process 30,000 tons per year of old computers, televisions, and a wide range of electronic and electrical waste materials. Its processes and equipment are considered cutting edge in e-waste recycling in western Canada.

Located at the City of Edmonton's Waste Management Centre, the new e-waste facility is owned and operated by Global Electric and Electronic Processing (GEEP) Alberta. It is a registered processor under Alberta's electronics recycling program. Edmonton's two Eco Stations are registered collection sites for the provincial program.

Eco Stations accept all types of electronic and electrical household items, including toasters, power tools, vacuums, computers, monitors and almost anything with a cord or battery, for processing at the GEEP facility. There is no charge for bringing this material to Eco Stations.

### Retirement planning for 2008

*If you had purchased \$1,000 of Nortel stock one year ago, it would be worth \$49.*

*With Enron, you would have had \$16.50 left of the original \$1,000.*

*With WorldCom, you would have had less than \$5.00 left.*

*If you had purchased \$1,000 of Delta Air Lines stock you would have \$49 left.*

*But, if you had purchased \$1,000 worth of beer one year ago, drank all the beer, then turned in the cans for the aluminum recycling refund, you would have \$214.*

*Based on the above, the best current investment advice is to recycle.*

*It's called the 401-Keg.*

## Dallas Love Field pledges to reduce PCBs from airport

After cutting 4,000 pounds of harmful chemicals at its airport, Dallas Love Field is pledging to reduce 1,000 more as part of a national program run by the Environmental Protection Agency.

The airport plans to reduce 1,000 pounds of polychlorinated biphenyls, or PCBs, as part of the National Partnership for Environmental Priorities (NPEP) program. In addition, it is pledging to cut 50 pounds of mercury from light bulbs, thermometers, thermostats and other equipment under the NPEP "Mercury Challenge" campaign.

The airport will replace the ballasts and mercury-containing instrumentation with modern equipment that is free of priority chemicals. It will also recycle light bulbs that contain mercury.

The National Partnership for Environmental Priorities promotes the voluntary reduction of 31 priority chemicals. Through work with EPA, both public and private organizations identify activities that will reduce the use of these chemicals, preventing their ability to accumulate in the environment and cause harm to humans and the ecosystem.

More than 150 organizations nationwide have joined the NPEP program, which has set a goal of reducing the use or release of four million pounds of priority chemicals by 2011.

Additional information on the National Partnership for Environmental Priorities is available by visiting [www.epa.gov/epaoswer/hazwaste/minimize/npep/index.htm](http://www.epa.gov/epaoswer/hazwaste/minimize/npep/index.htm).

## National Recycling Coalition looking for outstanding recycling candidates

The National Recycling Coalition needs your help in recognizing the best and brightest in recycling today. Each year, NRC presents its Annual Awards to outstanding organizations and individuals in several categories. NRC is now accepting nominations for eleven awards, which will be presented at the 27th Annual Congress & Expo in Pittsburgh, Pennsylvania this September.

This year, NRC is looking for candidates for these awards:

- Recycler of the Year - Lifetime Achievement.
- Best Elected Recycling Leader.
- Tim McClure Award for Outstanding Environmental and Community Leadership.
- Outstanding K-12 School Program.
- Beth Brown Boettner Award for Outstanding Public Education.

- Outstanding Recycling Innovation.
- Outstanding College or University Program.
- Outstanding Community or Government Program.
- Fred Schmitt Award for Outstanding Corporate Leadership.
- Outstanding Recycling Organization.

All nominations must be made by an NRC member, and NRC members may nominate themselves. However, nominees are not required to be NRC members. Winners are selected by a committee of NRC members.

Nomination forms may be accessed through the NRC homepage at [www.nrc-recycle.org](http://www.nrc-recycle.org). All nominations must be received by June 6, 2008.

## WTSA shipping lines to recover fuel costs

Major United States-Asia container shipping lines have taken steps to recover rising fuel costs by collecting a greater share of their published bunker fuel surcharges in cases where those surcharges have been partially or fully absorbed into ocean freight rates.

A US\$200 per FEU adjustment will be applied to collected surcharge levels for wastepaper shipments. Proportionate adjustments will be applied to shipments involving other equipment sizes, and to cargo not rated on a per-container basis.

WTSA stressed that the scheduled adjustments still do not achieve full

recovery of fuel cost impacts reflected in the Agreement's published surcharge, which is set according to an established formula and adjusted monthly as world bunker fuel prices fluctuate. The formula has been in place, in its current form, since 2002 and is not intended to recover carriers' entire fuel costs but rather to address price volatility that can add significantly to transpacific operating costs. Fuel today accounts for half or more of total fixed operating cost per transpacific sailing. World bunker fuel prices have more than doubled since 2005, and increased by 65% during 2007 alone.

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# SALVAGING Millions

by Ron Sturgeon  
Autosalvageconsultant.com

## OEM numbers: Are they good for writing interchange? Part 2 of 2

Some in our industry have been proposing a second interchange for some months now and that was the topic of last month's column. A bad idea. Part of their proposal is using OEM numbers to write interchange.

That's folly.

The OEMs have no interest in having the recyclers adopt their numbering system. Although they appreciate the "green" aspects of the recycling business, they also see the recyclers as competitors to one of their most profitable segments, the parts business. From my recent experience as an owner of Green-Leaf, and experience with OEMs, they are very concerned about the aftermarket and alternate suppliers of automotive parts.

The numbering systems of OEMs are designed to meet their needs, plain and simple, including their not-so-hidden agenda of having NO interchange. OEMs don't want aftermarket suppliers reproducing their parts or filling orders because these suppliers have figured out that fenders from one model actually fit four other models and that this same fender will fit 10 more models if one extra hole is drilled in it.

Forget that our interchange COULD be better. Why would you want to speak Swahili, when all of your customers, suppliers and other stakeholders speak English? Another numbering system is the same thing. We will positively reduce our sales if we start talking in a language different from the one our customers speak. Insurers won't be able to use our data, other recyclers won't be able to trade with us, and we will dilute our efforts in a big way. As discussed in last month's article, let's not forget history. Let's not forget the harm done to our industry when we did not have a single system of interchange to keep us speaking the same language as our customers, suppliers, and stakeholders.

Why is using OEM numbering even being discussed?

Perhaps because the existing interchanges could be improved? Of that, there is no doubt. I am one of only a handful of salvage operators who have actually written interchange for dozens of models for a decade. It's a LOT of work, and it's not an exact science. There is always room for improvement. The real reason OEM numbering is being discussed has very little to do with parts and a great deal to do with DATA. The value of our data is huge. If an alternate indexing system could be utilized, the licensing costs, and related data value could make many people rich. In my opinion, that is the true reason that using OEM numbering has been proposed.

The world is funny; it SHOULD reward a better mousetrap. However, we all know of cases in which better products have failed to take hold in the marketplace. Additionally, even if someone actually could come up with a better interchange, getting enough operators to switch to it fast enough to make it viable simply isn't likely. Here I'll interject a shameless plug. One of the primary differences between Pinnacle and Hollander is that Pinnacle leverages the interchange to help the operator run the business better. That includes buying, selling, inventorying - virtually everything. Hollander does a wonderful job of organizing the inventory and allowing yard owners to sell it, but that's simply not enough in today's competitive marketplace. I know, I know, Hollander users howl that their system does these things, but one of my favorite sayings is, "You don't know what you don't know."

Imagine the future with me for just a moment. Insurers write estimates. They know what it takes to fix cars. Wouldn't it be nice if they could make decisions, real time, on what salvage parts are available to fix those cars? When a car is not going to be repaired, imagine a future where that same insurer could get reliable data on what the car could be worth for salvage, knowing which parts are undamaged, and more importantly, in demand. Quicker than I wrote this paragraph, our computers can provide those answers. In the blink of an eye. It's not a dream, interchange, ONLY ONE INTERCHANGE, will provide this and SO MANY more opportunities for all of us. ARE YOU IN?

**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.*

## INTERNATIONAL

# New landfill rules mean tougher line in UK

New rules on landfilling waste went into effect five months ago in the UK. The Environment Agency for England and Wales announced it expects the waste management industry, particularly landfill operators, to start taking a tougher line on the waste they accept from businesses for disposal.

Liz Parkes, Head of Waste at the Environment Agency, said, "We've been taking a sensible approach to enforcing these new rules, which since October 2007 requires waste to be treated before it is landfilled.

"We accepted that not all businesses would be aware of the rules from day one, so we worked with the industry to raise awareness amongst businesses and encourage them to change their waste management practices. We also allowed landfill operators to accept waste without evidence that it had been treated. This was to allow time for waste producers to change the way they handle their waste.

"The feedback we have had from the waste management industry and business tells us that the system is working well and

delivering real environmental benefits. The waste management industry is also telling us they are ready for us to take a tougher line with those who break the rules. So from April 30, we expect landfill operators to obtain written evidence from their customers that waste has been pre-treated."

The rule changes mean businesses who produce or manage waste going to landfill must check whether it is being treated. If it isn't, they will need to treat it themselves or ensure that their waste management contractor does this for them.

Treatment can be as simple as separating different wastes at source, and recycling one or more of the separated components. At the same date, liquid wastes were banned from landfill. Businesses who produce liquid waste have had to find alternative disposal methods, often in discussion with their waste management contractor.

Parkes added, "Much of the waste we send to landfill is already treated, however, for some wastes more effort is needed. There are many easy ways for business to treat waste that deliver real environmental benefits."

## China Industrial Waste appoints new officers

China Industrial Waste Management, Inc. has appointed a new director and several new officers.

On March 17, 2008, the Company's board of directors appointed Li Jun as the Company's chief operating officer. Li has served as a member of the Company's board of directors since October 2006, and as the chief operating officer of Dalian

Dongtai, the Company's 90%-owned subsidiary, since 1998.

At the same time, the board appointed Guo Xin as the Company's chief financial officer and as a member of the board of directors. Xin was appointed to replace board member Wen Tong, who resigned on March 17, 2008 to pursue other interests.



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# INTERNATIONAL

## Manitowoc forms joint venture with Chinese manufacturer

The Manitowoc Company, Inc. has formed a joint venture with the shareholders of TaiAn Dongyue Heavy Machinery Co., Ltd. for the production of mobile and truck-mounted hydraulic cranes. The joint venture is located in TaiAn City, Shandong Province, China. Terms of the transaction were not disclosed.

TaiAn Dongyue was founded in 1972 and is a major player in the Chinese mobile hydraulic crane segment. The company uses a new, purpose-built, 614,000-square foot facility located in a modern industrial park that is staffed by a workforce of over 900 professionals who are highly experienced in the manufacture and assembly of mobile hydraulic truck cranes for the Chinese market.

## Germany increases use of renewable energy

Germany is well on the way to meeting its targets for the expansion of renewable energies. This is demonstrated by the most recent data on the development of renewable energies in 2007, which have been published by the German Federal Environment Ministry.

According to calculations carried out by the Working Group on Renewable Energies – Statistics, renewable energies achieved a share of 14.2 percent of gross electricity consumption in 2007. This is one fifth more than the previous year. The increase recorded in one year is enough to supply a city the size of Hamburg with electricity.

Wind energy supplied is, by far, the largest share of the electricity generated from renewable energies. This trend was reinforced by the fact that, after two generally low-wind years, 2007 was charac-

terized by an above-average supply of wind.

There were also marked advances when it came to the generation of electricity from biomass, which – together with landfill and sewage gas and the organic share of waste – overtook hydropower for the first time.

Taken altogether, renewable energies supplied about 222 terawatt hours (TWh) of energy in the electricity, heating and fuel sectors in 2007. Their share of Germany's total energy consumption therefore rose to 8.5 percent last year.

In 2007, renewable energies saved a total of approx. 114 million tons of CO<sub>2</sub>; of which about 57 million tons were attributable solely to the Renewable Energy Sources Act (EEG).

Renewable energies have become ever more important as an economic fac-

tor. Turnover from the installation and operation of plants in Germany rose by nearly 10 percent to approximately 24.6 billion euros. This was also associated with further growth in the number of jobs in the sector, which now employs about 249,000 people.

This year, with its revision of the Renewable Energy Sources Act (EEG), the German Federal Government is setting the parameters for the continued stable expansion of renewable energies in electricity generation.

In addition to this, the preconditions for faster progress on the heating market will also be put in place with the adoption of the Renewable Heat Act (EEWärmeG). Germany is consolidating its role as a pioneer in the expansion of renewable energies.

## Cross-border shipments of waste increasing in European countries

According to a new study from the ETC/RWM shows that transboundary shipment of waste has increased significantly during the last decade. This increase is not only for shipments of hazardous, problematic and non-hazardous wastes but also illegal shipments.

In 2003, about 8.6 million tons of hazardous and problematic waste were shipped across European boundaries. Over 90% of this waste was shipped to other EU countries. About 80% were for recovery and 20% were for disposal.

The total generation of hazardous waste was 55 million tons in 2003, and the shipped amount accounts for about 15%. This is a sign that the EU is acting

more and more as a single market in relation to treatment of hazardous and problematic waste.

Paper and metals made up the majority of flows of non-hazardous waste out of the EU in 2005, each totaling around 8 and 10 million tons. The vast majority was exported to the Far East.

The quality and reliability of the reported data on shipments of hazardous and problematic waste to the EU Commission is not satisfactory.

The codes applied for the reporting are the same as applied to the Basel Convention and these codes are too general to identify exactly what kind of

waste is being shipped. If the codes from the European Waste List were used in the reports to the EU Commission, it would give a much better overview of the shipments. In that way,

it would also be possible to evaluate both the environmental and economic consequences of the shipments.

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**Fiat Allis FR-15.....\$29,500**  
Good solid machine, foam-filled tires (two on front are new), rebuilt engine and includes crushing forks.

**Case 621B ..... \$36,900**  
Good condition, new tires, painted, 6BT Cummins with bucket, forks available.

**1988 Volvo L-90 ..... \$39,500**  
Nice condition, coupler and bucket. Ready to work--forks available!

<b>Case 921B</b> , big loader, good condition, grapple bucket.....	<b>\$49,500</b>	<b>Volvo L30B '00</b> cab, grapple bucket, coupler, Setco solid tires.....	<b>\$29,500</b>
<b>Hundai 740-3 '00</b> , nice condition! .....	<b>\$39,500</b>	<b>Volvo L70</b> .....	<b>\$21,900</b>
<b>Fiat Allis FR-11</b> .....	<b>\$25,900</b>	<b>Volvo L70C, good condition</b> .....	<b>\$39,500</b>
<b>Fiat Allis 605-B</b> , nice condition! .....	<b>\$17,900</b>	<b>COMING SOON...</b>	
<b>Fiat Allis FR15</b> .....	<b>\$24,900</b>	<b>Case W-20B</b> .....	<b>\$19,500</b>
<b>(2) Fiat Allis FR-20B</b> .....	<b>\$29,500</b>	<b>Fiat Allis 645B</b> , w/coupler .....	<b>\$19,500</b>
<b>Fiat Allis 745-C</b> .....	<b>\$20,900</b>	<b>Fiat Allis FR220</b> , 5 yd. bucket .....	<b>\$39,500</b>
<b>Ford A-64</b> , forks & bucket.....	<b>\$17,900</b>	<b>Fiat Allis FR-140</b> .....	<b>\$29,500</b>
<b>Komatsu WA250, '99</b> , incl. coupler & fork.....	<b>\$49,500</b>	<b>Volvo L-90C, '99</b> , coupler, 3rd valve .....	<b>\$59,500</b>

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# NEW PRODUCT SHOWCASE



## CHAMPION MOTOR GRADERS' PRODUCTION CLASS GRADERS

Champion Motor Graders announces the C110 C and C116 C Series Graders that weigh approximately 24,000 lb. and are powered to 133 h.p. with a Cummins QSB6.7 that meets Tier 3 Emissions and delivers 431 lb.-ft. of torque, and a fully sequential, direct drive 8 forward/4 reverse transmission that offers a top speed of 27 mph.

With a longer wheelbase and bladebase, plus a wider stance, these graders maintain the famous Champion do-everything capability.

**Champion Motor Graders**  
8844 Mount Holly Road  
Charlotte, NC 28214  
704-392-1038  
[www.championmotorgraders.us](http://www.championmotorgraders.us)



## BOBCAT INTRODUCES NEW LINE OF COMPACT TRACTORS

Bobcat Company introduces a new line of compact tractors that are now available at dealerships.

The CT120 compact tractor features a 20 h.p. diesel engine and has two travel speed ranges. The CT122 has a 22 h.p. engine and two-speed travel. The CT225 has a 27 h.p. diesel engine with three travel speeds. The CT230 has a 30 h.p. compact tractor and has three-speed travel. The CT235 has a 34 h.p. engine and three-speed travel.

**Bobcat Company**  
PO Box 6000  
West Fargo ND 58078  
701-241-8700  
[www.bobcat.com](http://www.bobcat.com)



## JOHN DEERE'S HYDRAULIC HAMMER FOR BACKHOE LOADERS

John Deere introduces the Worksite Pro™ HH100 Hydraulic Hammer. Like all John Deere Worksite Pro hammers, the new HH100 also employs a gas-assist cycle to aid the hydraulics and produce more firing power. With few seals and only two moving parts, the piston and the main valve, the HH100 can be easily field-serviced.

The hammer is designed for the John Deere 310E, 310G, 310J, 310SE, 310SG, 310SJ, 410E, 410G and 410J backhoe loaders.

**John Deere**  
PO Box 8806  
Moline, IL 61266  
309-765-1920  
[www.deere.com](http://www.deere.com)



## ATLAS COPCO EXTENDS SOLID BODY HYDRAULIC BREAKERS

Atlas Copco introduces the SB552, SB hydraulic breaker attachments. The 1,149-pound attachment weighs 210 pounds more than the SB450. The new breaker offers a high power-to-weight ratio and is suitable for carriers in the 9 to 15 metric ton weight class.

The SB552 delivers a maximum impact rate of 1,080 blows per minute and requires oil flow of 17.2 to 30.4 gallons per minute at a pressure range of 1,450 to 2,180 psi.

**Atlas Copco Construction Tools**  
94 N Elm Street  
Westfield, MA 01085  
413-746-0020  
[www.atlascopco.com](http://www.atlascopco.com)



## ECO-SAVER BRIQUETTING PRESS HANDLES LARGE VOLUMES

New Eco-Saver™ Briquetting Systems from Security Engineered Machinery (SEM) reduces large volumes of loose waste to manageable briquettes. An Eco-Saver briquetting press can be paired with any new or existing SEM disintegrator. With a high-pressure hydraulic ram, it compacts shredded paper, cardboard and other light materials for recycling or easy disposal.

Systems include a disintegrator, evacuation equipment, a briquetting press, transfer tubes and briquette collection boxes.

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## THERMO FISHER INTRODUCES 2ND GENERATION ANALYZER

The new Thermo Scientific NITON® XL3t 900 Series is a second-generation of high-performance, non-destructive handheld x-ray fluorescence (XRF) analyzers for light element analysis in alloy material. With its helium-purging mechanism for direct chemical analysis of light elements, the analyzer provides more comprehensive alloy sorting capabilities.

The recycling industry, manufacturers and fabricators of aluminum, copper and aerospace "superalloys" directly benefit from these improvements.

**Thermo Fisher Scientific**  
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[www.thermo.com/niton](http://www.thermo.com/niton)



## HIRSCHMANN INTRODUCES SCALABLE MOBILE CONTROLLER

Hirschmann Automation and Control introduces their Scalable Mobile Controller.

The system was designed to control and monitor machine function as well as offering the option of load movement indication.

The versatility of the system allows it to be installed on virtually any machine. This scalable approach allows it to be used in any application from monitoring standard control functions to the most complicated custom control solution.

**Hirschmann Automation and Control, Inc.**  
1540 Orchard Drive  
Chambersburg, PA 17201  
717-217-2216  
[www.hirschmann-usa.com](http://www.hirschmann-usa.com)



## HARDEN OFFERS SHREDDER FOR PLASTIC BOTTLE RECYCLING

Harden Industries Ltd of China presents the smallest single shaft shredder in the world for grinding plastic bottles. Having a cutting chamber of 15" x 15", the small shredder is driven by a motor that is only 5 h.p.

The development of this small shredder is to meet the market demand for plastic bottle recycling in restaurants, supermarkets, and car maintenance shops. The price of this small shredder is comparable to a 5 h.p. granulator built in Europe.

**Harden Industries Ltd.**  
#8 Longkouzhong Rd  
Guangzhou, China  
+86 136000858  
[www.hardenmachinery.com](http://www.hardenmachinery.com)



## SPECTRONICS' MULTI-PURPOSE BORESCOPES SNAKE ANYWHERE

Spectronics Corporation introduces the COBRA-4 and COBRA-6 multi-purpose borescopes. Both scopes feature interchangeable blue and white-light LED flashlights allowing inspection of hard-to-see components without disassembly.

The blue-light LED flashlight is ideal for fluorescent leak detection and detecting surface flaws, while the white-light LED flashlight is great for component inspection. A press-fit coupler allows quick and easy attachment of the flashlights to the borescope.

**Spectronics Corporation**  
956 Brush Hollow Road  
Westbury, NY 11590  
800-274-8888  
[www.spectroline.com](http://www.spectroline.com)



## VECOPLAN'S NEW RG 70-S ROTARY WASTE SHREDDER

Vecoplan's RG 70-S rotary waste shredder features true dump-and-run operation, so entire containers of waste can be fed into its hopper.

On an RG 70-S, the hopper has a volume capacity of 10.25 cubic yards and a 70" x 82" infeed opening.

It's 25" diameter rotor has 84 to 126 cutting inserts, is powered by a 150-200 h.p. motor, turns at 125 rpm, and is fed by a 10 h.p. two-speed hydraulic feed ram.

**Vecoplan**  
PO Box 7224  
High Point, NC 27264  
336-861-6070  
[www.vecoplanllc.com](http://www.vecoplanllc.com)

# Events Calendar

## May 5th-7th

**Carpet America Recovery Effort's 6th Annual Conference.** Sandpearl Resort, Clearwater Beach, Florida.  
706-428-2127 • www.carpetrecovery.org

## May 5th-8th

**WasteExpo 2008.** McCormick Place, Chicago, Illinois. 203-358-4314 • www.wasteexpo.com

## May 5th-9th

**IFAT 2008 - Environmental Solutions - 15th International Trade Fair for Water - Sewage - Refuse - Recycling.** New Munich Trade Fair Centre, Munich, Germany.  
+49 89 9 49-113 58 • www.ifat.de

## May 11th-14th

**Alternative Fuel Vehicle Institute's National Conference & Expo 2008.** Rio Hotel & Casino, Las Vegas, Nevada.  
702-254-4180 • www.afvi.org

## May 11th-15th

**Waste - The Social Context '08, Urban Issues and Solutions.** Shaw Conference Centre, Edmonton, Alberta, Canada.  
780-496-7316 • www.ewmce.com

## May 20th-22nd

**Green West Expo/Conference.** Los Angeles Convention Center, Los Angeles, California.  
310-984-6919 • www.GreenWestExpo.com

## June 2nd-5th

**WasteTech 2009.** International Exhibition Center Crocus Expo, Moscow, Russia.  
+7 495 225 5986 • www.waste-tech.ru

## June 3rd-6th

**Electronics & Battery Recycling '08 International Conference, Exhibition & Plant Tours.** The Westin Harbour Castle, Toronto, Canada.  
+41 62 785 10 00 • www.icm.ch

## June 18th-19th

**5th Renewable Energy Finance Forum - Wall Street.** The Waldorf Astoria, New York City, New York. +44 (0)20 7779 8945  
www.euromoneyenergy.com

## June 24th-27th

**The Air & Waste Management Association's 101st Annual Conference & Exhibition (ACE).** Oregon Convention Center, Portland, Oregon. 412-232-3444 • www.amwa.org

## Abanaki buys Aerodyne Development Corp.

■ Abanaki Corporation, a manufacturer of industrial oil skimmers, has purchased Aerodyne Development Corporation, which manufactures dust collection systems equipment and solid material handling components.

Abanaki Corporation purchased Aerodyne Development Corporation as part of Abanaki's plan for growth in the solid materials handling market, said Abanaki president, Tom Hobson.

Aerodyne Development Corporation, headquartered in Chardon, Ohio, manufactures products for separating particles from air and liquid, including dust collection system equipment for foundries, quarries and other large-scale operations, as well as material handling valves used in such collection processes.

## Caterpillar plans to meet emissions requirements

■ Building on the success of its ACERT Technology, Caterpillar, Inc. has announced its plans to meet Tier 4 emissions requirements. System design will be tailored to optimally meet customer needs in each application and horsepower range.

Caterpillar construction and industrial mobile equipment engines, including those sold to industrial OEM customers, will not utilize selective catalytic reduction to meet upcoming EPA Tier 4 Interim, European Stage IIIB and Japan MLIT Step 4 mobile off-highway emissions regulations that take effect in the year 2011. Caterpillar Tier 4 engine systems will be equipped with particulate matter after-treatment technology, including oxidation catalysts and diesel particulate filters with advanced regeneration systems that will optimize uptime, fuel efficiency and operator convenience.

# BUSINESS BRIEFS

## Nucor to acquire Metal Recycling Services, Inc.

■ Nucor Corporation announced that it has signed a purchase agreement to acquire substantially all the assets of Metal Recycling Services, Inc. (MRS) based in Monroe, North Carolina.

MRS, founded in 1999, operates a full-service processing facility including an automobile shredder and two North Carolina feeder yards. MRS employs 150 people and expects to process 220,000 tons annually. The acquisition is expected to close within 30 days subject to the completion of due diligence and other closing conditions.

## City Carton Recycling promotes Mike Sage

■ Mike Sage, Prophetstown, Illinois has been promoted to facility manager for City Carton Recycling's Quad Cities facility, located in Davenport, Iowa.

Sage oversees all operations of the Quad Cities recycling facility. He is responsible for implementing products and services marketing plans for the plant, with goals to maximize customer service, vendor relations, sales, and profits. Sage is also responsible for plant building needs, equipment needs, and personnel. He reports to City Carton Recycling's vice president of sales and marketing, Brian Holtz, Eldridge.

Sage has over 35 years experience in management and supervision. He joined City Carton Recycling in October 2004 as the Quad Cities facility assistant manager.

*A clean desk is a sure sign of a cluttered drawer.*

## Alter Trading acquires Doggett Auto & Truck

■ Alter Trading, headquartered in St. Louis, Missouri, announced its acquisition of Mississippi-based Doggett Auto & Truck Salvage in February 2008.

Alter is a processor of scrap metal and currently employs 815 people. The acquisition of Doggett Auto & Truck Salvage will enable Alter to secure a valuable scrap resource for customers and will ensure continued growth in the southern United States.

Doggett Auto & Truck Salvage, located in Laurel, Mississippi, was founded by Jerry Doggett in 1977; he owned and operated the facility for the past 30 years. In the past, Doggett only accepted cars and trucks, but will now buy and process all grades of ferrous and non-ferrous metals.

Doggett Auto & Truck Salvage will now be known as Doggett Recycling - A Division of Alter Metal Recycling. Jerry Doggett will continue to be actively involved in the business. Cody Waite, formerly the facility manager at Alter's Norfolk location, will serve as the facility manager of Doggett Recycling. Jerry Jones, area manager of marketing, will continue to oversee all commercial aspects of the southern region.

## Precision Husky names regional sales manager

■ Jon Littler has been appointed regional sales manager for the Pacific Coast and inter-mountain states for Precision Husky Corporation.

Jon Littler has previous experience of the area and extensive knowledge of grinding equipment.

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<b>'92 JOHN DEERE 544E WHEEL LOADER</b> CAB, HEAT, QUICK ATTACH, BUCKET, FORKS, GREAT SHAPE, READY TO WORK, ONLY.....	<b>\$46,500</b>
<b>'89 JOHN DEERE 544E WHEEL LOADER</b> CAB, HEAT, BUCKET, FORKS, GREAT SHAPE, ONLY.....	<b>\$43,900</b>
<b>FIAT ALLIS 645 WHEEL LOADER</b> GOOD SHAPE & RUNNER, 6 FORKS & 3 YD. BUCKET, CAB HEAT, READY TO WORK!.....	<b>\$18,900</b>
<b>FIAT ALLIS 645 WHEEL LOADER</b> CAB, HEAT, GOOD DEPENDABLE MACHINE.....	<b>\$15,900</b>

<b>'96 Case 621 Wheel Loader</b> only \$48,900	Quick attach, bucket, forks, A/C, and low hours (1,032)
<b>'86 FIAT ALLIS FR12 WHEEL LOADER</b> CAB, HEAT, BUCKET, FORKS, 8,600 HRS.	<b>\$28,500</b>
<b>'82 MICHIGAN-CLARK 45C WHEEL LOADER</b> FORKS, CAB, EROPS, READY TO WORK!	<b>\$15,900</b>
<b>545-B FIAT ALLIS</b> GOOD SHAPE & RUNNER, CAB, EROPS, BUCKET.....	<b>\$16,500</b>

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## BUSINESS BRIEFS

### Sennebogen appoints regional sales manager

■ Constantino Lannes, president of Sennebogen America, announced the appointment of Anthony Laslavic as the company's regional sales manager serving the northeastern region of the United States.

Based in Pittsburg, Pennsylvania, Laslavic will provide factory sales support to Sennebogen distributors and customers throughout the territory from Pennsylvania to Delaware, and north to Maine.

Anthony Laslavic comes to Sennebogen with extensive experience in industrial and technical sales, including five years with the industry's largest crane manufacturing and service organization."

### Nucor finalizes acquisition of The David J. Joseph Co.

■ Nucor Corporation has completed the acquisition of the stock of SHV North America Corporation, which owns 100% of The David J. Joseph Company (DJJ) and related affiliates, for a purchase price of approximately \$1.44 billion. The David J. Joseph Company is now a wholly owned subsidiary of Nucor Corporation and will maintain its headquarters in Cincinnati, Ohio. Nucor expects the acquisition to be accretive in 2008.

### Primary Energy Recycling board member resigns

■ Primary Energy Recycling Corporation announced that it has received a February 29, 2008 letter from Brian T. Vaasjo tendering his resignation from the board of directors. The resignation was effective immediately.

### Fastenal partners with Call2Recycle

■ The Rechargeable Battery Recycling Corporation (RBRC) and Fastenal, a full-line industrial distributor and distributor of fasteners, announced a new partnership that integrates RBRC's recycling program, Call2Recycle™, into more than 1,900 Fastenal stores throughout the United States.

Beginning this month, customers can drop off their used rechargeable batteries and old cell phones in designated Call2Recycle collection boxes in participating Fastenal stores. The rechargeable batteries collected will then be sent back to RBRC's recycling facility for proper disposal at no cost to the consumer, or to Fastenal.

### Universal Bioenergy appoints Craven as CEO

■ Universal Bioenergy, Inc. announced that Dr. Richard D. Craven has been appointed as chief executive officer and a member of the board of directors of Universal Bioenergy, Inc.

Dr. Richard D. Craven has 14 years experience in business management and more than 9 years experience in marketing. For the last decade, Dr. Craven has been involved in research and development of alternative energy, emphasizing biodiesel.

Prior to joining Universal Bioenergy, Dr. Craven worked as lead chemical researcher and developer at Antek Research, Inc., an environmentally-focused nonprofit research firm.

His research projects were aimed at optimizing and improving biodiesel reactions and production.

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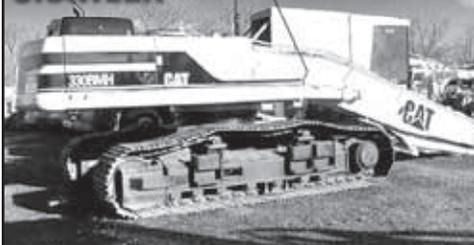
**WOODWARD, OKLAHOMA.** First time in 26 years the business will be offered for sale. Five acres of land, 1997 John Deere track-hoe with thumb, 7' x 4' stationary baler, 40,000 watt generator with 2 new plasma cutters. Inventory. Ferrous and non-ferrous operation. Call for details at 620-481-0797.

**BELTWAY CAPITAL PARTNERS** is affiliated with Beltway Business Brokerage. Beltway has more than ten salvage yards for sale in PA, MD, DE and WV. Offering prices range from \$1 million to over \$10 million. Most yards are offered with the real estate. Most are well-located near interstates. Yards for sale have good product sources and up-to-date equipment. Please call Dennis Berlin for more information at 202-841-4433.

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- 1993 Liebherr A912 (Rubber) 38' Reach, Elev Cab, Gen Set & Grapple
- 1999 Liebherr A924 (Rubber) 42' Reach, Hyd Cab, Gen Set & Grapple
- 2004 Liebherr R924 (Crawler) 42' Reach, Elev Cab, Gen Set & Grapple
- 2004 Sennebogen 835M (Rubber) 55' Reach, Hydraulic Cab, Gen Set

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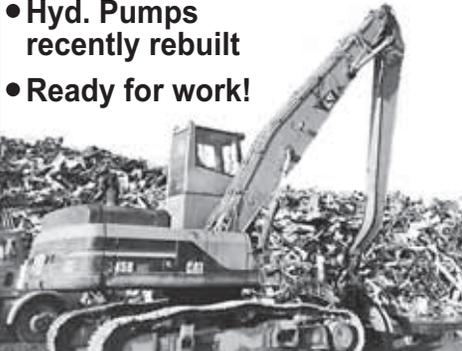
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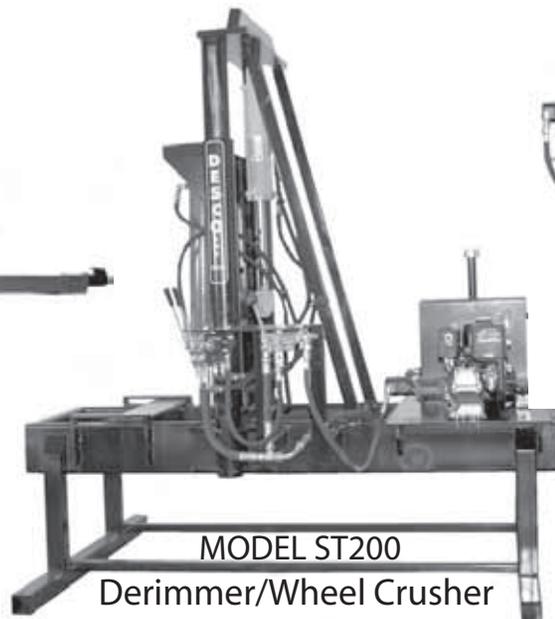
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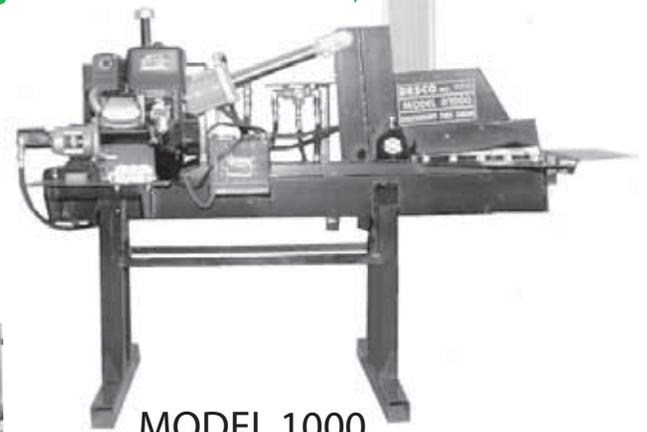
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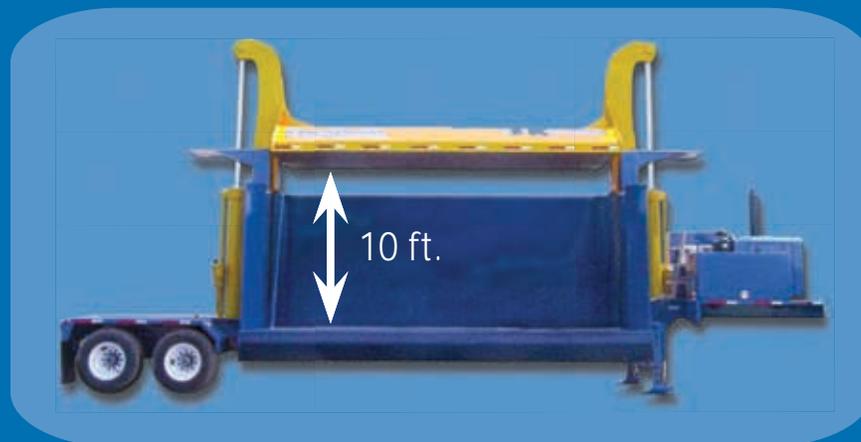
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# High commodity prices boost landfill mining prospects

by Brian R. Hook

Landfills contain tons of commodities that could be recovered. While much of the technology needed for mining landfills is already proven, the process is not yet economically feasible. But thanks to record commodity prices this may soon change.

“At some point the land upon which landfills are located will become too valuable to leave as landfills. The materials in the landfills - especially aluminum, copper and some plastics - will become valuable enough to make the mining, recycling and land rehabilitation processes attractive,” said Patrick Atkins, president of Atkins 360 LLC in Pittsburgh and an advisor for Pegasus Capital Advisors, a private equity fund.

Before joining Pegasus as an environmental consultant last year, Atkins was the director of energy innovation at Alcoa, Inc., the Pittsburgh-based aluminum producer. He was responsible for identifying and supporting alternate energy sources for Alcoa.

A handful of states investigated the feasibility of mining landfills last decade. But the idea has basically been dormant since then. Atkins said no one is currently working on landfill mining on a commercial scale. But with prices of many commodities hitting new records he thinks this might change. “This is an idea that requires careful economic review, and will not work in all cases, but it could be a winner in many settings,” he said.

The lack of technology is not the problem. There are already economical processes to re-melt aluminum for example. There are also processes used

Continued on Page 2



The value of the materials contained in landfills makes mining a solid idea in many settings, but not all.

# Metal sulfide solution found for nuclear waste

A team of Northwestern University chemists is the first to focus on metal sulfide materials as a possible source for nuclear waste remediation methods. Their new material is extremely successful in removing strontium from a sodium-heavy solution, which has concentrations similar to those in real liquid nuclear waste. Strontium-90, a major waste component, is one of the more dangerous radioactive fission materials created within a nuclear reactor.

The results were published this week in the Proceedings of the National Academy of Sciences (PNAS). By taking advantage of ion exchange, the new method captures and concentrates strontium as a solid material, leaving clean liquid behind. In the case of actual nuclear waste remediation, the radioactive solid could then be dealt with separately-handled, moved, stored or recycled and the liquid disposed.

“It is a very difficult job to capture strontium in vast amounts of liquid nuclear waste,” said Mercuri G. Kanatzidis, Charles E. and Emma H. Morrison, Professors of Chemistry in the Weinberg College of Arts and Sciences and the paper’s senior authors. “Sodium and calcium ions, which are nonradioactive, are present in such enormous amounts compared to strontium that they can be captured instead of the radioactive material, interfering with remediation.”

Strontium is like a needle in a haystack: sodium ions outnumber strontium ions by more than a million to one. The material developed at Northwestern - a layered metal sulfide made of potassium, manganese, tin and sulfur called KMS-1 - attracts strontium but not sodium.

“The metal sulfide did much, much better than we expected at removing strontium in such an excess of sodium,” said Kanatzidis. “We were really amazed at how well it discrim-

Continued on Page 6

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## Thomas Milo pleads guilty in Federal probe of Connecticut garbage companies

Kevin J. O'Connor, United States Attorney for the District of Connecticut, announced that Thomas Milo, of Mamaroneck, New York, pleaded guilty to one count of conspiring to launder money.

In pleading guilty, Milo admitted that he was a silent partner in numerous trash hauling entities operating in Connecticut and Eastern New York, including Automated Waste Disposal (AWD), Diversified Waste Disposal (DWD) and Superior Waste Disposal (SWD), and that to facilitate the operation of these enterprises and their many affiliated companies, he and others agreed to pay approximately \$120,000 annually to Matthew Ianniello of New York. Ianniello has previously pleaded guilty to racketeering conspiracy and tax charges and currently is incarcerated.

Milo further acknowledged that from approximately January 2004 to June 2005,

approximately every three months, members of the conspiracy withdrew \$30,000 from a DWD bank account and transferred the cash to a co-conspirator in Danbury. The courier would deliver the money to Ianniello in New York.

According to documents filed with the Court and statements made in court, as a condition of his guilty plea, Milo and his spouse, who is not a defendant to this action but who does own a 40% minority share in AWD, DWD and SWD, agreed to forfeit the entirety of their interests to the United States, less outstanding shareholder loans to the company. In this regard, Milo has guaranteed that a forfeiture sale will net the United States at least \$5,000,000.

Sentencing has been set for May 9, 2008, with a possible maximum prison term of 10 years and a fine of up to \$250,000.

## Allied Waste Industries to establish regional customer service center in Indiana

Allied Waste Industries, Inc. announced plans to establish a new regional customer and financial support center in Morocco, Indiana, creating more than 350 new jobs by 2014.

The new jobs come following the Phoenix-based company's decision to consolidate its regional customer support center operations into a centralized operation. The center will provide services to customers in 17 states.

Allied Waste will locate its new consolidated customer support center in an idled manufacturing facility located at 1301 E. Michigan St. The company will begin renovations to the facility this summer and will begin hiring customer support representatives, credit analysts, sales staff and customer managers in the fourth quarter of 2008, following the completion of the renovations.

Corporation offered Allied Waste up to \$1.8 million in performance-based tax credits and up to \$200,000 in training grants based on the company's job creation plans. The state will also provide Newton County with a \$50,000 grant to assist in off-site infrastructure improvements required for the new facility. Newton County will make local infrastructure improvements to the site, assist Allied Waste with recruitment, and provide classrooms for training the company's new employees.

The announcement of Allied Waste's decision to locate in the small Northwest Indiana town comes less than a year after Intec Corporation shuttered its auto parts manufacturing facility, idling 170 employees in the town. Allied Waste plans to locate its regional customer and financial support center in the former Intec facility.

## Landfill mining

Continued from Page 1

to separate aluminum from solid waste before incineration, such as an eddy current magnet that deflects aluminum from a flowing stream of material. But Atkins said the two processes have not yet been put together to separate aluminum from mined landfill material.

Atkins estimates that aluminum is about one quarter of one percent of the material by weight in municipal landfills. Each year in the United States about half of the 100 billion aluminum cans used are lost to landfills, he said. At 30 cans per pound that amounts to 1.5 billion pounds of aluminum in landfills.

"At \$1.25 per pound of aluminum, the value is significant," Atkins said.

Atkins' former employer, Alcoa, is not interested in mining landfills for aluminum at the moment. Kevin Lowery, a spokesman, said Alcoa has instead invested significantly to expand its recycling capability and capacity. "The biggest opportunity – and the more efficient one – would be to get the material before it goes to a landfill," Lowery said.

It is not only aluminum, however. There is steel, copper, plastics and other materials of considerable value in landfills. Plus the land itself, usually near or in cities, is of considerable value, Atkins said. Plus, many landfills are being tapped to collect the methane gas that is being generated as anaerobic bacteria degrade the organic material.

"This process of converting the organic components could also be accelerated by the mining process, using con-

trolled reactors to produce the gas rather than relying on the more open, natural processes, which result in lower British thermal units," Atkins said.

Reid Lifset, associate director of the Industrial Environmental Management Program at Yale University has done research on landfill mining. His research focused on copper in landfills. He said that the economics behind the process are not yet favorable.

"Most efforts at landfill mining reflect circumstances specific to a particular location or facility," Lifset said. For example there may be need for fuel to fulfill a put-or-pay contract at a waste-to-energy plant or a need to delay a landfill closure.

"Our research told us that with current technology and prices, landfill mining is generally not economically viable – the benefits such as revenue from sale of recovered metals, reduction in regu-

latory costs, generally did not outweigh the costs," he said.

Copper mines are extremely large enterprises allowing for the use of gigantic equipment that results in economies of scale. "Landfills, especially older ones, tend to be much smaller," he said. "The copper in landfills, while large in aggregate, is widely dispersed across many locations, making it harder to realize similar economies of scale."

Because costs would often outweigh benefits, Lifset said that landfill mining on a commercial scale would probably not catch on in the near future. "We have not ruled out the mining of landfills. But we do not see it as likely in the near term," Lifset said.

Higher tipping fees might make the process more economical, however. Or higher costs for landfill closures might help. Also, if the prices for secondary materials increase further, it might make landfill mining more feasible, Lifset said. "The single largest thing that could enhance landfill mining would be a breakthrough in the cost of processing."

Lifset said his research found that landfill mining is not typically motivated by materials recovery in the traditional sense. Instead, landfill mining is often motivated by more than one goal. Projects would therefore be more viable if they accomplish more than one thing – for example, recovery of metals, provide fuel for a waste-to-energy facility, postpone a landfill closure and remediate landfills with environmental problems.

"Most projects will only find a small subset of these benefits to be relevant," Lifset said.

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## Home Depot settles with EPA on storm water violations

Home Depot has agreed to pay a \$1.3 million penalty and implement a nationwide compliance program to resolve alleged violations of the Clean Water Act, the Justice Department and Environmental Protection Agency. The settlement resolves alleged violations that were discovered at more than 30 construction sites in 28 states where new Home Depot stores were being built.

The settlement, joined by the state of Colorado, requires that Home Depot implement a comprehensive, corporate-wide program to prevent storm water pollution at each new store it builds nationwide. Home Depot must develop improved pollution prevention plans for each site, increase site inspections and promptly correct any problems at its sites. The company must properly train its construction managers, as well as contractors and their personnel on the federal storm water requirements. Home Depot must also implement a management and internal reporting system to improve oversight of on-the-ground operations and appoint a high-level company official to oversee compliance at all company construction sites.

The government complaint alleged a pattern of violations that EPA discovered through state and federal inspections of construction sites and by reviewing documentation submitted by the company. The alleged violations include not obtaining permits until after construction had begun or failing to obtain the required permits at all. At the sites that had permits, EPA found violations of permit requirements that prevent pollution, such as silt and debris, from getting into storm water runoff. Violations included the failure to maintain adequate plans to prevent storm water pollution, failure to properly place and install fences around project areas to prevent silt from getting into storm water runoff, and failure to install controls at storm drains to prevent soil and sediments from reaching nearby waterways.

The Clean Water Act requires that construction sites have controls in place to prevent pollution from being discharged with storm water into nearby waterways. Each site must have a storm water pollution prevention plan that sets guidelines and best management practices that the company will follow to prevent runoff from being contaminated by pollutants. EPA also requires that all construction projects larger than one acre obtain a federal permit.

The consent decree, lodged in the U.S. District Court for the District of Delaware, is subject to a 30-day public comment period and approval by the federal court.

## Low-cost reusable material could capture carbon dioxide from power plants

Researchers have developed a new, low-cost material for capturing carbon dioxide (CO<sub>2</sub>) from the smokestacks of coal-fired power plants and other generators of the greenhouse gas. Produced with a simple, one-step chemical process, the new material has a high capacity for absorbing carbon dioxide — and can be reused many times. Combined with improved heat management techniques, the new material could provide a cost-effective way to capture large quantities of carbon dioxide.

Existing CO<sub>2</sub> capture techniques involve the use of solid materials that lack sufficient stability for repeated use — or liquid adsorbents that are expensive and require significant amounts of energy.

“This is something that you could imagine scaling up for commercial use,” said Christopher Jones, a professor in the School of Chemical and Biomolecular Engineering at the Georgia Institute of Technology. “Our material has the combination of high capacity, easy synthesis, low cost and a robust ability to be recycled. All the key criteria for an adsorbent that would be used on an industrial scale.”

Details of the new material, known as hyperbranched aluminosilica (HAS), appeared in the March 19th issue of the *Journal of the American Chemical Society*. The research was supported by the U.S. Department of Energy’s National Energy Technology Laboratory.

Growing concern over increased levels of atmospheric carbon dioxide has prompted new interest in techniques for removing the gas from the smokestacks of such large-scale sources as coal-fired electric power plants. But to minimize their economic impact, the cost of adding such

controls must be minimized so they don’t raise the price of electricity significantly.

Once removed from the stack gases, the CO<sub>2</sub> might be sequestered in the deep ocean, in mined-out coal seams or in depleted petroleum reservoirs. If the CO<sub>2</sub> capture and sequestration process can be made practical, America’s large resources of coal could be used with less impact on global climate change.

Working with Department of Energy scientists Daniel Fauth and McMahan Gray, Jones and graduate students Jason Hicks and Jeffrey Drese developed a way to add CO<sub>2</sub>-adsorbing amine polymer groups to a solid silica substrate using covalent bonding. The strong chemical bonds make the material robust enough to be reused many times.

“Given the volumes involved, you must be able to recycle the adsorbent material to be cost-effective,” said Jones. “Otherwise, you would be creating expensive waste streams of adsorbent.”

Production of the HAS material is relatively simple, and requires only the mixing of the silica substrate with a precursor of the amine polymer in solution. The amine polymer is initiated on the silica surface, producing a solid material that can be filtered out and dried.

To test the effectiveness of their new material, the Georgia Tech researchers passed simulated flue gases through tubes containing a mixture of sand and HAS. The CO<sub>2</sub> was adsorbed at temperatures ranging from 50 to 75 degrees Celsius. Then the HAS was heated to between 100 and 120 degrees Celsius to drive off the gas so the adsorbent could be used again.

The researchers tested the material across 12 cycles of adsorption and desorp-

tion, and did not measure a significant loss of capacity. The HAS material can adsorb up to 5 times as much carbon dioxide as some of the best existing reusable materials. The HAS material works in the presence of moisture, an unavoidable by-product of the combustion process.

Adsorption of the CO<sub>2</sub> generates considerable amounts of heat, which must be managed and thermally recycled. Removal of the CO<sub>2</sub> requires heating the adsorbent.

“How to manage heat is one of the critical issues controlling the economics of a potential large-scale process,” Jones added. “You must control the production of heat by the adsorption step, and you don’t want to put any more energy into the desorption process than necessary.”

Because of their chemical structure, the amine groups provide three different classes of binding sites for carbon dioxide, each with a different binding energy. Optimizing the production of binding sites is a goal for future research, Jones said.

Beyond the material, other components of the separation and sequestration process must also be improved and optimized before it can become a practical technique for removing CO<sub>2</sub> from flue gases. The best way to expose the gases to the adsorbent material is also key issue.

“There are many pieces that must fit together to make the overall economics of carbon dioxide capture and sequestration work,” Jones added. “The biggest challenge for this research is to do this as inexpensively as possible. We think that our class of materials, a hyperbranched amine polymer bound to a solid support, is potentially ideal because it is simple to make, reusable and has a high capacity.”

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# University scientists find key to low-cost ethanol

The secret to making an inexpensive substitute to gasoline may come from a bacterium found eating marsh grass in the Chesapeake Bay.

A chance discovery not detected in the Bay since, the bacterium, called *Saccharophagus degradans*, can create a mixture of enzymes - through a patent-pending system developed by College of Chemical and Life Sciences Professors Steve Hutcheson and Ron Weiner - that break down almost any source of biomass, or plant life, into sugars, which are then converted into ethanol and other biofuels. Called Ethazyme™, the biomass-degrading enzyme mixture is licensed exclusively to University of Maryland spin-off Zymetis, Inc.

Zymetis is the newest company to join the university's technology company incubator, the Technology Advancement Program (TAP). Zymetis also just entered a partnership with Fiberight, a regional company that processes cellulosic waste products (such as paper not normally collected as part of existing recycling programs). The two companies are teaming to establish by the end of 2008 a full-scale facility to process various cellulosic waste products into ethanol.

Cellulosic biofuels can come from non-grain plant sources such as waste paper, distillers' spent grain (brewing byproducts), leftover materials from agriculture - including straw, corn cobs

and husks - and energy crops such as switchgrass. Biofuels produced from these inexpensive and renewable sources could exert less of a negative impact on the environment than either corn-based ethanol or gasoline.

"We believe we have the most economical way to make the novel, efficient enzymes needed to produce biofuels from cellulosic material," says Hutcheson, who is on leave from the university and is founder and CEO of Zymetis. "Ethazyme breaks down cellulosic sources faster and more simply than any product available, resulting in lower costs."

An additional challenge, generating improved fuel yields from sugars, is the

subject of a new research project Zymetis is conducting with Life Sciences Associate Professor Jonathan Dinman. Dinman is genetically engineering a yeast strain, using genes from the Bay-derived bacterium, to improve the production of ethanol from fermentable sugars by at least a third. The project, worth \$112,000, is jointly funded by both the MTECH Maryland Industrial Partnerships (MIPS) Program and the company.

Although Zymetis researchers have been unable to isolate the bacterium in the Bay again, they are producing it in their laboratories through cultured growth.

## Small-scale ethanol plants provide efficient waste-to-ethanol production

Diversified Ethanol, a provider of clean tech solutions, has introduced small-scale ethanol production plants that reduce water use by up to 85% and use existing liquid waste products as feedstock in the conversion process.

A state-of-the-art waste-to-ethanol process was recently introduced by Diversified Ethanol Corporation, a company located in Burnsville, Minnesota. Diversified Ethanol designs and builds small-

scale, modular ethanol plants that utilize existing waste as feedstocks which can be converted to ethanol or biodiesel. As an example, breweries using the proprietary technology can now convert their liquid waste into ethanol and create a new revenue stream.

Design work has been completed and construction is set to begin on a five million gallon-per-year plant for a major soda recycler in Southern California.

Using existing waste products as feedstock and delivering ethanol directly to local communities eliminates the problems associated with the more fuel-intensive crop-based feedstocks while reducing greenhouse gases.

The company's Butterfield Closed Cycle System™ utilizes several technologies, including ElectroHesion™, a proprietary water recycling system that reduces water use by up to 85%. Elec-

troHesion effectively separates the solids from the process water, insuring that the majority of the water can be infinitely recycled.

The design of the ElectroHesion uses a single chamber, continuous flow-through design, that can treat from 10 to 2,500 gallons-per-minute and uses a fraction of the electrical energy usually required.

Continued on Page 5



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## Universal Package adds container repair facility

Universal Package Systems has added a new 6,000 sq. ft. facility to meet growing demand for the company's Universal Plus™ Clean and Repair services. With the rising cost of new bulk containers, many companies are choosing to have their bulk containers repaired, and placed back into the work flow.

The new facility has given Universal additional efficiency. The cost to repair a broken, unusable container is typically 30-50% of the cost of purchasing a new container. With the new facility, customers will generally experience a two week or less turn-around time.

Universal completely repairs and cleans virtually any reusable bulk container and backs their work with a full guarantee against defects. Arrangements are made either by the customer or by Universal to transport all broken containers to Universal's Dale, Indiana facility.

## Ethanol

Continued from Page 4

According to a recent article in USA Today, city officials in Champaign and Urbana, Illinois were concerned when a proposed ethanol plant would require about 300 million gallons of water for processing the product and cooling equipment, drawing from the aquifer that supplies both cities.

Furthermore, recent studies quoted by Science Magazine and other sources are now reporting that conventional ethanol production actually contributes more greenhouse gases than gasoline when you factor in land use and the fuel intensive growing of crop based feedstock. Also adding to fuel cost is the necessity to truck that ethanol across country from the Midwest to the east and west coasts. However, most of these same studies conclude that ethanol from waste is still a viable alternative.

There is a growing interest in on-site waste-to-ethanol production technologies, that can convert waste products into ethanol. From citrus in Florida to wood chips in the Northwest to potato waste in Idaho, each part of the country has waste streams that can be converted to energy using cellulosic and other innovative forms of production. This trend toward using various waste products for ethanol eliminates the use of fossil fuel-intensive, crop based feedstocks. Furthermore, being localized, these systems also remove the need to ship the ethanol across country, further increasing the efficiency of these sources of alternative energy.

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## Hidden Lane Landfill in Virginia added to EPA's Superfund list

The United States Environmental Protection Agency (EPA) added the Hidden Lane Landfill site, located in Sterling, Loudoun County, Virginia to the Superfund National Priorities List (NPL).

The NPL is a national list of sites where contaminants have impacted or might impact public health or the environment. NPL sites undergo a thorough investigation to determine the full nature and extent of the contamination prior to the cleanup by EPA or the responsible parties.

The 25-acre Hidden Lane Landfill site was an operating landfill from 1971

through 1984 that was permitted to accept solid municipal waste and construction debris. In 1985, the landfill was covered with a clay cap. It is currently vacant land.

The contaminants of concern are volatile organic compounds including trichloroethene (TCE), an industrial solvent and probable human carcinogen.

The Virginia Department of Environmental Quality has installed treatment systems at 22 residential wells that are known to be contaminated including nine wells with TCE levels that exceed federal drinking water standards.

## Nuclear waste

Continued from Page 1

inates against sodium and think we have something special. As far as we can tell, this is the best material out there for this kind of application.”

KMS-1 works at the extremes of the pH scale - in very basic and very acidic solutions, the conditions common in nuclear waste - and everywhere in between. Metal oxides and polymer resins, the materials currently used in nuclear waste remediation, perform reasonably well but are more limited than KMS-1: each typically works in either basic or acidic conditions but not both and definitely not across the pH scale.

In earlier work, Kanatzidis and his team had found KMS-1 to be very quick

and facile at ion exchange. (The material gives up an ion and takes another to maintain charge balance.) Knowing this and also that the ion exchange process is a removal process, the researchers decided that strontium was an interesting ion with which to test their new material.

The solution the researchers used in the lab contained strontium and two “interfering” ions, sodium and calcium, in concentrations like those found in the nuclear waste industry. (Nonradioactive strontium, which works the same as the radioactive version, was used in the experiments.) KMS-1, a free flowing black-brown powder, was packaged like tea in a teabag and then dropped into the solution. The all-important ion exchange followed: the metal sulfide “teabag” soaked up the strontium and gave off potassium, which is not radioactive, into the liquid.

KMS-1 does its remarkable work targeting only strontium by taking advantage of two things: strontium is a heavier ion than calcium, and sulfur (a component of KMS-1) attracts heavier ions; and KMS-1 attracts ions with more charge so it attracts strontium, which has a charge of 2+, and doesn't attract sodium, which only has a charge of 1+. So, as Kanatzidis likes to say, “Our material beats both sodium and calcium.”

“The nuclear power process generates enormous amounts of radioactive liquid waste, which is stored in large tanks,” said Kanatzidis. “If we can concentrate the radioactive material, it can be dealt with and the nonradioactive water thrown away. I can imagine our material as part of a cleansing filter that the solution is passed through.”

Looking to the future, to be a scaleable and affordable remediation method, the metal in the metal sulfide needs to be inexpensive and readily available and also make a stable compound.

“We focused on potassium, manganese and tin because we have been working with them for some time,” said Manolis J. Manos, a postdoctoral fellow at Northwestern and lead author of the paper. “All three metals make stable compounds and are common and abundant.”

“Our next step is to do systematic studies, including using an actual waste solution from the nuclear power industry, to learn how KMS-1 works and how to make even better metal sulfides,” added Manos.

In addition to Kanatzidis and Manos, Nan Ding, a former graduate student in Kanatzidis' group, now at Claflin College in South Carolina, is the other author of the PNAS paper, titled “Layered Metal Sulfides: Exceptionally Selective Agents for Radioactive Strontium Removal.”

## MONTHLY CROSSWORD

BY Myles Mellor

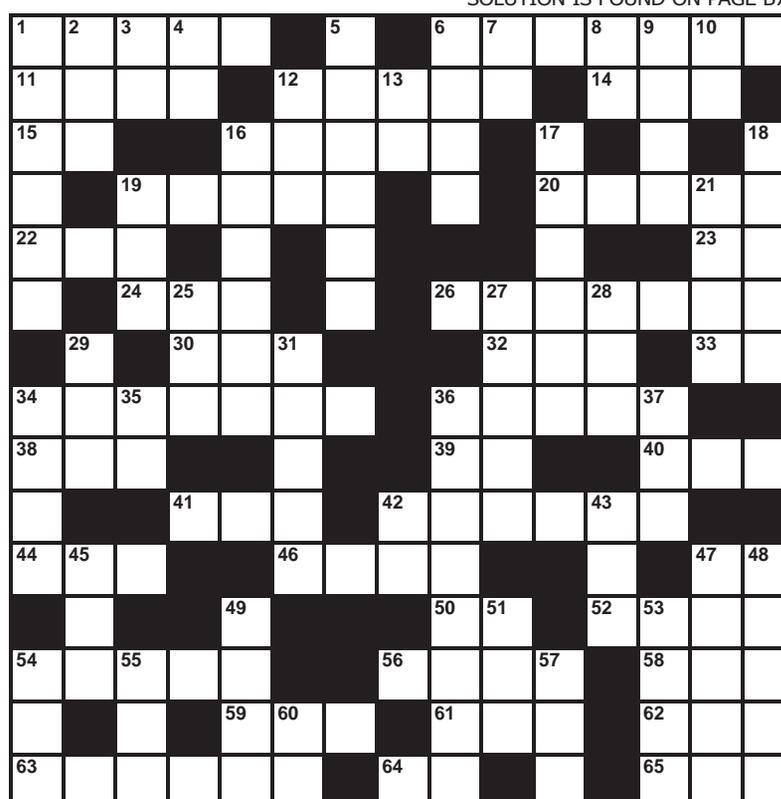
SOLUTION IS FOUND ON PAGE B7

### ACROSS

1. Recyclable solid waste
6. A company that sorts or bales
11. \_\_\_ waste, material for the green trash can, perhaps
12. Sugar alternative
14. Trash container
15. Auto ground
16. Object of interest
19. Like bringing your own bag to the grocery store
20. Our planet
22. Time period
23. Revenue Officer, for short
24. Young lady
26. Aka blower
30. Morning mist
32. Satellite that studied the sun's wavelengths, for short
33. And , in French
34. Can with a steel body and an aluminum lid
36. Couch sleeper
38. Internet giant
39. Nurse, abbr.
40. Shipping box, for example
41. Landfill opposite
42. Trash pit
44. Arrival time
46. Heavenly place?
47. Seattle locale
50. Complete
52. Hawaiian island
54. Paper that has been discarded in the process of manufacture in a paper mill
56. \_\_\_rowing, the placement of compostable material in piled rows
58. Tiny bit
59. Jar topper
61. Talk radio station
62. Oil Treatment International, abbr.
63. Chlorinated organic compound
64. Film rating
65. Type of plastic resin that can be recycled, for short

### DOWN

1. Back-end \_\_\_\_, pyrolysis is an example of this
2. Alley dweller?
3. Rest and relaxation, for short
4. Promotional effort
5. Needing WD-40 sound



6. Laughter sound
7. Capone or Pacino
8. Decibel, abbr.
9. Fib fiend
10. Inside, prefix
12. Hospital rooms
13. You plus me
16. Crushed glass
17. \_\_\_ derived fuel, fuel produced by separating, shredding and processing mixed wastes
18. \_\_\_ ton, weight measurement system for aluminum and plastics
19. House cleaning helper
21. Some people want to save it, while others want to hug it?
25. Gator or lemon?
27. Ball like
28. Message in a bottle
29. Logical and degradable preceder
31. Reduction and Recycling preceder
34. Compact cube of recycled material

35. Milliliter, abbr.
36. Size reduction technique that uses a series of rollers
37. Long \_\_\_\_, weight measuring system for ferrous materials
42. Myself
43. Id's associate
45. Beach pollution material
47. Office paper description
48. Waste \_\_\_\_, the process of identifying types of items in a waste stream
49. Sandwich source
51. Newspaper paper, for example
53. At the peak
54. The amount of oxygen needed for aerobic microorganisms to function in organic-rich water, abbr.
55. Beatle wife
57. Humor type
60. Stylish

# Methane gas from landfill to supply Kimberly-Clark's Beech Island manufacturing facility

Kimberly-Clark Corporation, Three Rivers Solid Waste Authority and Siemens Building Technologies announced the launch of a major landfill-gas-to-energy project.

The renewable energy project will capture methane gas generated at the Three Rivers Regional Landfill at Jackson, South Carolina and transport it via a 15 mile pipeline to Kimberly-Clark's manufacturing facility at Beech Island, where it will be used to produce steam for the production of Kimberly-Clark's well known brands such as Kleenex facial tissue, Cottonelle and Scott bathroom tissue, Huggies diapers and Pull-Ups training pants.

The annual reduction of greenhouse gases attributable to this project has the

same effect as removing 41,000 cars from the road, reducing oil consumption by more than 500,000 barrels, or planting nearly 59,000 acres of forest, as calculated by the U.S. Environmental Protection Agency's Landfill Methane Outreach Program.

Kimberly-Clark will purchase the gas under a 15-year supply agreement with the Three Rivers Solid Waste Authority. Siemens is designing and building the landfill gas collection facility and pipeline, with construction already under way. When the project becomes operational in April 2008, it will provide 1,800 cubic feet of landfill gas per minute to fuel steam boilers at the Beech Island facility.

# Chicago awarded \$51,840 grant for garbage trucks

United States Environmental Protection Agency Region 5 has awarded a \$51,840 grant to the city of Chicago for an idling reduction project to cut diesel emissions from city garbage trucks.

The grant was made to the Chicago Department of Environment and the Chicago Department of Fleet Management to install diesel-fired engine coolant and hydraulic system heaters on 13 heavy-duty garbage trucks used daily by the Department of Streets and Sanitation.

In addition to cutting air pollution, the project will demonstrate the effec-

tiveness of idling reduction technologies on diesel engines, conserve fuel and reduce wear and tear on vehicles.

"EPA is working with the city of Chicago to upgrade its vehicles and to increase public awareness of problems caused by diesel emissions," said regional Administrator Mary A. Gade.

The grant was provided under EPA's Midwest Clean Diesel Initiative, a collaborative of government, industry and non-profit organizations to reduce diesel emissions in the Midwest. More information on the initiative is at [www.epa.gov/midwestcleandiesel](http://www.epa.gov/midwestcleandiesel).

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Solution for crossword on page B6.

T	E	D		Y	G	P		N	I	X	O	I	D
I	L	O		R	P	N		L	I	D		N	O
D	I	L		D	N	I	M		E	K	O	R	B
U	H	V	O		O	D		D				V	
V	M		G		N	E	D	E		V	T	E	
			N	E	D	E	M	I	T	P	I	L	
C	C	O		N	R	N		S		T	O	V	
		T		G	U	E	S	T		L	A	V	
E	T		O	S	O			W	D	E	B		
R		H	S		C	R		K	A	L	G	A	M
R		O		F		A		L	A	V	E	R	A
H		A		R		A		S	E	R	E		T
S		V		R		H		S		C	R		S
		N		B		I		N		A			
L		E		R		H		A		N			
				S		P		A					

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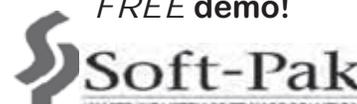
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