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Metals recycling industry to expand

by MAURA KELLER

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The Institute of Scrap and Recycling Industries (ISRI) recently shared that more than 70 percent of the steel manufactured in the U.S. is “greensteel,” which is made from recycled material. In 2022, U.S. steel mills consumed approximately 56.6 million metric tons of recycled iron and steel in order to produce 82 million metric tons of steel. In addition, recycled iron and steel exports (excluding stainless and alloy steel) declined 3.9 percent by quantity to 16.0 million metric tons and were down 0.2 percent in dollar terms to \$6.86 billion. Recycled base metal exports (including Cu, Al, Ni, Zn, Pb, and Sn) rose 2.6 percent by quantity to 3.2 million metric tons and increased 9.1 percent by value to \$9.5 billion. What do these numbers indicate? Quite simply, that the recycled metals market is constantly in flux.

According to Matt Roberts, director of marketing at Aqua Metals, the metals market is rapidly evolving, especially with the expected surge in lithium battery production globally. The U.S. aims to expand capacity fivefold by 2030, bringing more than one terawatt hour of new battery manufacturing capacity online.

“However, current prices for critical metals like lithium, cobalt and nickel do not fully reflect the expected increase in demand from this expansion as of yet,” Roberts said. “Recycling, particularly for lithium batteries, is still in its early stages in the West, with existing facilities primarily relying on pyrometallurgy and hydrometallurgy methods. These traditional recycling processes generate considerable waste and pollution, a far cry from the sustainable practices the industry needs for a resilient domestic supply chain.”

Aqua Metals is positioned to change this landscape with the upcoming launch of its Sierra ARC facility, which will be the first in North America to provide a truly sustainable recycling solution for lithium batteries. By utilizing a less polluting, more efficient recycling process powered by electricity, the company intends to produce battery-grade metals without the environmental downsides of current recycling methods. Aqua Metals’ approach will address a gap in the recycling market by offering a cleaner alternative as the demand for critical metals grows.

“The recycling of critical minerals such as lithium, cobalt and nickel has a minimal impact on the metals industry due to the low rates of recycling globally,” Roberts said. “However, as the industry shifts toward increasing the rate of recycled content, we anticipate significant positive changes. Recycling these materials will lead to a substantial



The metals market is evolving, especially with the expected surge in lithium battery production.

reduction in emissions compared to mining. The process of mining not only produces a greater volume of waste and carbon pollution, it is also time-intensive and it can take seven to 10 years to establish a new mine for resources like lithium and nickel.”

In contrast, Roberts said setting up new recycling facilities can be achieved within one to two years, making recycling a more immediate solution to supply chain challenges.

“This rapid deployment capability positions recycling as a primary source of domestically produced critical minerals in the near term, contributing to the U.S. goals for a domestic battery economy and enhancing supply chain resilience,” Roberts said. “As recycling rates increase, we will see an expansion of a domestic supply chain for these materials, decreasing our reliance on mined resources and fostering a more sustainable metals industry overall. This shift not only aligns with environmental goals but also with economic and strategic objectives, offering a cleaner, faster, and more efficient way to meet the growing demand for critical minerals in technology and renewable energy sectors.”

Morgan Kerrissey, president of Garfield Refining, said that demand for platinum group metals (PGMs) has fallen off substantially due to do weak industrial and automotive sectors. However, questions around electric vehicle adoption, China’s fragile economy, and a persistent high rate environment has put a lot of downward price pressure on PGMs and made things much harder for recyclers of platinum and palladium.

Historically, as Kerrissey explained, price run-ups drive growth in the precious metals recycling market. Favorable prices drive metal into the recycling market, which then encourages recyclers to expand sales teams and CapEx investment.

“Media attention during price runs

can amplify the narrative, which tempts new entrants into the recycling space,” Kerrissey said. For example, skyrocketing PGM prices in 2022 led to significant investment and buildout in auto catalyst refining. “Since then, PGM prices have fallen hard, making operation much more difficult for PGM recyclers. Moreover, global demand for electric cars, particularly in China, has further depressed the PGM outlook,” he said.

Poised For Growth

There is indication that the metals recycling market is on the brink of substantial expansion, driven by the urgent need for an increased supply of critical minerals essential for the clean energy transition. In fact, according to ISRI, “recycled ferrous metal consumption is projected to rise in the coming years amid significant EAF capacity expansion plans in the U.S. and abroad”. According to data from the U.S. Geological Survey2 (USGS) and ISRI estimates, “the United States recovered nearly 9 million metric tons of nonferrous metals in 2022.”

As Roberts pointed out, this growth is underpinned by the recognition that relying only on mining to meet the burgeoning demand for materials like lithium, cobalt, and nickel is neither sustainable nor efficient.

“We’d just be trading endlessly digging up oil for endlessly digging up metals. Instead, it is essential to fulfilling the promise of the clean energy economy that we recycle these materials, which not only reduces the environmental footprint but also shortens the supply chain from years to potentially just months,” Roberts said.

Sustainable recycling methods, in particular, also are poised for rapid growth. According to Roberts, traditional recycling techniques, such as pyrometallurgy and hydrometallurgy, are becoming less favorable due to their

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Metals recycling industry

Continued from Page A1



high environmental costs, including significant carbon emissions and waste production. In contrast, newer, more sustainable recycling methods are gaining traction, buoyed by regulatory incentives and market pressures to minimize environmental impact.

“These methods promise not only to reduce emissions and waste but also to enhance supply chain resilience by providing a domestic source of critical minerals,” Roberts said. “This shift towards sustainable recycling is essential not just for environmental reasons but also for economic and strategic ones. It aligns with global efforts to combat climate change and positions the recycling sector as a critical player in building a cleaner, more sustainable economy. As such, the metals recycling market is not just poised for growth; it is at the forefront of the transition to a more sustainable and resilient clean energy economy.”

The Biggest Drivers

The electric vehicle (EV) industry is currently the most significant driver of demand for recycled metals, particularly for lithium, cobalt and nickel, which are critical for lithium-ion batteries. As Roberts explained, this surge in demand extends beyond the automotive sector, influencing the production of a wide range of technologies, from smartphones and portable electronics to electric power tools and energy storage solutions. The push for advanced battery technologies in these areas underscores the critical role of recycling in meeting the raw material needs of these industries.

“Government incentives and regulatory requirements for domestic and recycled content are significantly shaping the landscape. In the U.S. and globally, policies are being crafted to encourage the use of recycled materials in

manufacturing processes, particularly for EV batteries,” Roberts said. “These initiatives aim to reduce dependency on newly mined materials, decrease environmental impact, and bolster domestic supply chains for critical minerals.” As these regulations become more stringent, Roberts said the certainty they provide is spurring investment in the metals recycling industry. Automakers and technology companies are increasingly motivated to incorporate recycled metals into their products to comply with these standards and to appeal to environmentally conscious consumers.

“This trend is expected to continue, if not accelerate, in the future, ensuring that industries reliant on advanced battery technologies remain at the forefront of the demand for recycled metals,” Roberts said. “This regulatory and market environment creates a robust demand for recycled metals, positioning the recycling industry for sustained growth as it plays a pivotal role in the global transition to a cleaner, more sustainable economy.”

Kerrissey further added that one of the biggest detractors in metal recycling comes from recyclers who prioritize growth at the expense of legal and regulatory compliance. He’s seen big disruptions when recyclers accept material from questionable origins, prompting legal and regulatory crackdowns.

“When precious metal prices are high, new and inexperienced entrants to the recycling industry often, unwittingly, become bad actors,” Kerrissey said. “This has been a big issue in PGM markets and autocat recycling over the past few years. The automotive industry has an outsized impact on PGM prices, and it will continue to hold global prices down until there is more certainty around electric vehicle adoption, Chinese consumers, and interest rates in the US.”

EPA provides funds for cleanup at Scorpio Recycling Superfund Site in Puerto Rico

The U.S. Environmental Protection Agency (EPA) announced that the Scorpio Recycling, Inc. Superfund site in Toa Baja, Puerto Rico is among the over 100 sites across the country getting more than \$1 billion for cleanup projects.

Thousands of contaminated sites exist nationally due to hazardous waste being dumped, left out in the open, or otherwise improperly managed. These sites can include toxic chemicals from manufacturing facilities, processing plants, landfills and mining, and can harm the health and well-being of local communities in urban and rural areas. More than one in four Black and Hispanic Americans live within three miles of a Superfund site.

“People living in Puerto Rico have seen firsthand how transformative the Superfund program can be for communities,” said regional administrator Lisa F. Garcia. “This investment in America and in Puerto Rico builds on the historic progress we have already made in recent years to ensure that communities living near the most serious uncontrolled, or

abandoned contaminated sites get the protections they deserve.”

The Scorpio Recycling Inc. site in Toa Baja, Puerto Rico was a six acre metal recycling facility that bought all types of metal and sold it to foundries in the U.S., Brazil, Spain and Japan. The facility began operating in 1972. The site was poorly operated, and the soil became contaminated with acids, lead and other metals. EPA has addressed the immediate risks by excavating and removing battery casings, miscellaneous debris, and stabilized soil contamination on portions of the site by treating the soil with trisodium phosphate as a temporary mitigation measure to immobilize the lead.

EPA funding will be used to install a gravel cover in an industrial area and soil cover in a conservation area of the site. This work has an estimated value of \$3.1 million and will be the last work planned to address contamination at this site. The work is expected to be fully completed in 2028.



Scorpio Recycling, Inc., which is part of the Superfunding program list, will be one of more than 100 places in the U.S. that will receive more than \$1 billion for cleanup projects.

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SCAN ME

NWRA names Hall of Fame Class of 2024 inductees



The National Waste & Recycling Association (NWRA) declared its Hall of Fame inductees for the Class of 2024. The Hall of Fame inductees were chosen by NWRA's board of trustees from a list of distinguished finalists compiled by the Association's Awards Committee.

"Induction into the NWRA Hall of Fame is the highest honor we can bestow on a member," said Don Ross, NWRA chairman. "The women and men in the hall of fame have devoted their careers, and in many cases, their lives to our trade association and to the solid waste industry. These are exceptional people that are part of the fabric of an industry that provides one of the most essential services to our communities, our businesses, and to our environment. I am honored to announce the NWRA Hall of Fame class of 2024."

This year, three more will join the 212 men and women who have been inducted since 1986. They are Tod Holmes, independent director, WIN Waste Innovations; William Rumpke, Jr., president and chief executive officer, Rumpke Waste & Recycling; and Mike Schwalbach, president and Founder, Sierra Container Group.

Hall of Fame inductees are selected based on scores in five categories, including recognition in the industry as a founder, pioneer, visionary or icon; enduring legacy and impact of contributions to the industry for a minimum of 25 years; steadfast values such as integrity, respect,

courage, mentorship, volunteerism and inclusiveness; inspirational leadership at an NWRA service provider or supplier and on issues important to NWRA as the national, state and/or local level; and active Association engagement and service as an ambassador of the industry.

About the Inductees

Tod Holmes – With almost 40 years in the waste and recycling industry and 25 years as a chief financial officer (CFO), Holmes wrote the book for what a CFO should be. He set the bar for accounting and financial reporting that is the basis of how the industry works today. After retiring from Republic, he continued to participate in the industry both as an owner and investor in small waste companies in his own right and through Independent directorships with private equity backed businesses. Tod is still active in the EREF as a donor and sponsor in a personal capacity. He regularly attends the NWRA Conference and Exhibition, where his time is in high demand by many who seek out his advice and opinions on a regular basis and frequent the Awards Breakfast, supporting the efforts of the industry to recognize excellence in others.

William Rumpke, Jr. – Is the president and chief executive officer of Rumpke Waste & Recycling, a waste and recycling company founded in 1932 by his grandfather, William F. Rumpke. Rumpke and his team have worked to bring green technology to its landfills, partnering with energy companies to convert landfill gas into natural gas or electricity to serve almost 70,000 homes and provide compressed natural gas (CNG) to fuel CNG vehicles.

Mike Schwalbach –Schwalbach is

currently the president and founder of Sierra Container Group. His innovative spirit, engineering experience and problem-solving approach led to the creation of various products, technologies, and services that have become integral to the waste and recycling industry. In addition to his product innovations, he played a vital role in setting industry standards. Schwalbach remains an active member of the Z245 Standards Committee.



NH the Beautiful awards recycling equipment grants

The New Hampshire the Beautiful, Inc. (NHtB) board of directors voted to approve over \$8,000 in recycling equipment grant funding for three New Hampshire towns.



- The Town of Alstead was awarded \$1,440 towards the purchase of a new 40 yard roll-off container, which will replace an older, broken roll-off and used to collect and transport recyclables such as scrap metal and construction and demolition debris to market.
- The Town of Lee was awarded \$5,000 towards the purchase of a new Kubota skid-steer. This skid-steer is a crucial piece of equipment for any busy recycling center, replacing a 20 year old model that has fallen out of repair.

The new Kubota will be used to load baled recyclable materials onto trucks for transport and will help improve the service to the public by assisting in moving bulky items around the facility and making room for more residential recyclable materials.

- The Town of Northfield was awarded \$1,654 towards the purchase of two storage containers. Keeping recyclable materials clean and dry is key to obtaining best market pricing and higher revenues. These new containers store recyclables such as cardboard and plastics, keeping them dry and secure until the town has enough bales to send to market. The NH the Beautiful Recycling Equipment Grant program is available to any New Hampshire Municipal Recycling Center or Transfer Station.

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NYC to procure on-street waste containers

New York City Mayor Eric Adams and New York City Department of Sanitation (DSNY) Commissioner Jessica Tisch announced the next step in the Trash Revolution – the release of a Request for Proposals to procure new, European-style, on-street containers that will pave the way for citywide, residential containerization in New York City.



Rollout is planned to begin in Manhattan Community District 9 in Spring 2025, with full citywide expansion expected to follow after community outreach and an environmental review.

“Trash belongs in bins, not on our streets – but for half a century, New Yorkers have had to put up with mountains of garbage and hordes of rats lining our commutes,” said Adams. “We’re saying ‘no’ to that status quo. We’ve already put seven billion pounds of business trash a year into bins, and we’re not stopping there. These new on-street containers will allow us to bring the ‘Trash Revolution’ to our large buildings, and they’ll bring us that much closer to the day when there are no more black bags on our streets.”

This RFP addresses up to 60 percent of residential trash: buildings with 31 or more units, which account for 50 percent of all residential trash, will be required to use stationary on-street containers; buildings with 10 to 30 units, which account for 10 percent of all residential trash, will be given the choice between containerization via stationary on-street containers like larger buildings or via individual wheelie bins like smaller buildings. Last year, the administration announced all residential buildings with nine or fewer units, which account for 40 percent of all residential trash, will be required to use secure, sealed individual wheelie bins beginning in fall 2024 and the official NYC Bin beginning in the summer of 2026. Because buildings of 31 units or more generate enough waste to support at least one European-style on-street container,

each building will have its own container(s) for exclusive use of its residents. Unique to New York City, the containers will not be shared between multiple buildings, better matching our City’s density and allow buildings to more easily maintain and clean the containers.

The European-style on-street containers will be approximately four cubic yards, holding the equivalent of 28 large bags of trash. These containers will be lifted by a fleet of Automated Side-Loading trucks.

Final selection of the on-street containers will be determined by DSNY’s evaluation committee and will be based on a thorough technical evaluation, focused on aesthetics, durability, ease of cleaning, price, and other factors that will make the selected containers appropriate for eventual use by all large residential buildings across the five boroughs.

The Community District 9 roll out builds on the success of DSNY’s current 10-block, 16 school containerization pilot program in West Harlem, where rat sighting complaints dropped by a whopping 68 percent.

This only relates to the containerization of residential trash, about 50 percent of all trash in New York City. The other 50 percent is commercial, for which the Adams Administration has already put rules in place. Since March 1, 2024, all businesses in New York City are required to put their trash in bins. The containerization requirement for buildings with 1-9 residential units goes into effect this fall.

TDEC accepting applications for grants

The Tennessee Department of Environment and Conservation (TDEC) is accepting applications for the first round of recycling and solid waste reduction grants this year for communities and other eligible entities across the state. A total of \$2.45 million is available.

The grant program, administered by TDEC’s Division of Solid Waste Management, encourages and supports local communities and other eligible entities to meet their solid waste and recycling goals. Local governments can divert more waste from landfills through infrastructure upgrades and provide convenient opportunities for residents to get engaged in the process. Recycling directly impacts every resident of Tennessee and manufacturers who use materials collected in their manufacturing process.

Grants will be offered in four other categories – recycling equipment, used oil, convenience centers, and household hazardous waste, and a recycling rebate. TDEC is contacting potential applicants about the grant availability and will host upcoming workshops to explain the application process. The calendar for grant application openings is:

- Convenience center grants, used automotive oil grants – June 1 through June 30 at 4:30 p.m., EST.
- Recycling equipment grants, household hazardous waste grants, recycling rebates – September 1 through September 30 at 4:30 p.m., EST.

All grant applications are submitted online via the department’s Grants Management System.



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METALS

Steel imports up in 2024

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,547,000 net tons (NT) of steel in January 2024, including 1,914,000 NT of finished steel (up 21.7 percent and 18.0 percent, respectively, vs. December 2023). Total and finished steel imports are down 2.4 percent and 4.4 percent, respectively, vs. January 2023. Over the 12-month period February 2023 to January 2024, total and finished steel imports are down 7.6 percent and 13.5 percent, respectively, vs. the prior 12-month period. Finished steel import market share was an estimated 22 percent in January 2024.

Key steel products with a significant import increase in January compared to December are sheets and strip all other metallic coatings (up 190 percent), hot rolled bars (up 66 percent), cut lengths plates (up 44 percent), oil country goods

(up 37 percent) and blooms, billets and slabs (up 34 percent). Products with a significant increase in imports over the 12-month period February 2023 to January 2024 compared to the previous 12-month period include cut lengths plates (up 22 percent) and blooms, billets and slabs (up 20 percent).

In January, the largest suppliers were Canada (627,000 NT, up 16 percent vs. December), Brazil (468,000 NT, up 40 percent), Mexico (396,000 NT, up 36 percent), South Korea (193,000 NT, down 28 percent) and Japan (115,000 NT, up 46 percent). Over the 12-month period February 2023 to January 2024, the largest suppliers were Canada (6,919,000 NT, up 1 percent vs. compared to the previous 12-months), Mexico (4,124,000 NT, down 21 percent), Brazil (4,015,000 NT, up 55 percent), South Korea (2,691,000 NT, down 4 percent) and Japan (1,168,000 NT, down 8 percent).

U.S. Imports of Steel Mill Products by Country of Origin
(thousands of net tons)

COUNTRY	JAN. 2023 PRELIM	DEC. 2023 FINAL	% VAR. JAN. VS. DEC.	YTD 2024 (1 MON.)	YTD 2023 (1 MON.)	% VAR. 2024 VS. 2023	FEB. 2023 TO JAN. 2024	FEB. 2022 TO JAN. 2023	% VAR.
Canada	627	539	16.4%	627	593	5.8%	6,919	6,875	0.6%
Mexico	396	291	36.0%	396	455	-13.0%	4,124	5,187	-20.5%
Brazil	468	335	39.8%	468	395	18.6%	4,015	2,587	55.2%
South Korea	193	269	-28.2%	193	139	39.1%	2,691	2,796	-3.8%
Japan	115	78	46.2%	115	136	-15.4%	1,168	1,275	-8.4%
Germany	85	105	-19.5%	85	100	-15.3%	1,026	1,148	10.6%
Vietnam	90	37	147.7%	90	43	112.6%	608	835	-27.2%
Taiwan	62	24	159.5%	62	71	-13.4%	570	1,012	-43.7%
China	34	32	5.4%	34	70	-51.8%	561	641	-12.5%
Netherlands	39	35	10.8%	39	31	25.9%	516	575	10.2%
Algeria	0	0	na	0	37	n/a	489	515	-5.1%
Italy	38	16	141.2%	38	61	-37.2%	417	493	-15.3%
Romania	9	34	-72.4%	9	28	-66.9%	356	461	-22.6%
Thailand	23	15	54.9%	23	38	-38.7%	348	267	30.2%
Egypt	0	12	-96.6%	0	3	-85.5%	332	75	340.4%
All Other	368	272	35.4%	368	410	-10.3%	3,964	5,670	-30.1%
Total	2,547	2,093	21.7%	2,547	2,609	-2.4%	28,105	30,414	-7.6%
memo EU-27	359	305	17.4%	359	-12.1%	3,953	4,468	-11.5%	

Novelis signs renewable energy contract for its German plants

Novelis Inc. has signed a green power purchase agreement (PPA) with Statkraft, Europe's largest producer of renewable energy. The PPA will cover the extensive part of up to 40 percent of the electricity used at two major Novelis manufacturing plants in Germany, Nachterstedt Recycling and Nachterstedt Rolling, which corresponds to around 16 percent of the company's total German electricity consumption.

The PPA will run for 10 years and will provide Novelis with renewable electricity of around 58 GWh per year, sourced 100 percent from German wind and

solar installations. The PPA will decrease carbon emissions from Novelis' electricity consumption by more than 17,000 t CO₂e per year and 170,000 t CO₂e in total. This move is part of Novelis' commitment to reduce its carbon footprint by 30 percent by 2026 from a fiscal year 2016 baseline and reaching carbon neutrality by 2050 or sooner.

Novelis has signed a PPA to feed approximately 16 percent of its electricity needs at its German production sites with 100 percent renewable energies, as part of its commitment toward carbon neutral production.

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METALS

Steel import permit applications decrease

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 2,391,000 net tons (NT). This was a 3.1 percent decrease from the 2,468,000 permit tons recorded in January and a 6.2 percent decrease from the January final imports total of 2,549,000. Import permit tonnage for finished steel in February was 1,764,000, down 7.9 percent from the final imports total of 1,916,000 in January. For the first two months of 2024 (including February SIMA permits and January final imports), total and finished steel imports were 4,940,000 NT and 3,681,000 NT, up 0.9 percent and down 1.9 percent, respectively, from the same period in 2023. The estimated finished steel import market share in February was 21 percent and is 22 percent year-to-date (YTD).

Steel imports with large increases

in February permits vs. January final imports include standard rail (up 373 percent), reinforcing bars (up 111 percent), tin plate (up 74 percent), and sheets and strip hot dipped galvanized (up 15 percent). Products with significant year-to-date (YTD) increases vs. the same period in 2023 include sheets and strip all other metallic coated (up 54 percent), structural pipe and tubing (up 38 percent), hot rolled sheets (up 35 percent), cold rolled sheets (up 29 percent) and cut lengths plates (up 25 percent).

In February, the largest steel import permit applications were for Canada (522,000 NT, down 17 percent from January final), Brazil (445,000 NT, down 5 percent), Mexico (322,000 NT, down 19 percent), South Korea (212,000 NT, up 8 percent) and Japan (96,000 NT, down 17 percent). Through the first two months of 2024, the largest suppliers were Canada (1,101,000 NT, down 3 percent), Mexico (688,000 NT, down 18 percent) and Brazil (872,000 NT, up 17 percent).



January 2024 crude steel production

World crude steel production for the 71 countries reporting to the World Steel Association (worldsteel) was 148.1 million tonnes (Mt) in January 2024, a 1.6 percent decrease compared to January 2023.

Crude steel production by region

Africa produced 2.0 Mt in January 2024, up 16.3 percent on January 2023. Asia and Oceania produced 107.6 Mt, down 3.6 percent. The EU (27) produced 10.2 Mt, down 1.8 percent. Europe, Other produced 3.9 Mt, up 22.5 percent. The Middle East produced 4.7 Mt, up 23.1 percent. North America produced 9.2 Mt, down 2.1 percent. Russia & other CIS + Ukraine produced 7.2 Mt, up 4.0 percent.

South America produced 3.4 Mt, down 6.3 percent.

Top 10 steel-producing countries

China is estimated to have produced 77.2 Mt in January 2024, down 6.9 percent on January 2023. India produced 12.5 Mt, up 7.3 percent. Japan produced 7.3 Mt, up 0.6 percent. The United States produced 6.8 Mt, down 0.3 percent. Russia is estimated to have produced 6.2 Mt, up 1.2 percent. South Korea produced 5.7 Mt, up 1.5 percent. Turkey produced 3.2 Mt, up 24.7 percent. Germany is estimated to have produced 2.9 Mt, down 0.9 percent. Iran produced 2.6 Mt, up 39.3 percent. Brazil is estimated to have produced 2.5 Mt, down 7.2 percent.

Top steel-producing countries				
	Jan 2024 (Mt)	% change Jan 24/23	Jan-Jan 2024 (Mt)	% change Jan-Jan 24/23
China	77.2 e	-6.9	77.2	-6.9
India	12.5	7.3	12.5	7.3
Japan	7.3	0.6	7.3	0.6
United States	6.8	-0.3	6.8	-0.3
Russia	6.2 e	1.2	6.2	1.2
South Korea	5.7	1.5	5.7	1.5
Turkey	3.2	24.7	3.2	24.7
Germany	2.9 e	-0.9	2.9	-0.9
Iran	2.6	39.3	2.6	39.3
Brazil	2.5 e	-7.2	2.5	-7.2

e-estimated. Ranking of top 10 producing countries based on year-to-date aggregate

Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
FERROUS						
#1 Bushelings	per gross ton	\$423.00	\$421.00	\$443.00	\$465.00	\$459.00
#1 Bundles	per gross ton	403.00	402.00	421.00	443.00	431.00
Structural	per gross ton	365.00	364.00	365.00	370.00	376.00
#1 & #1 Mixed Steel	per gross ton	321.00	323.00	322.00	341.00	369.00
Crushed Auto Bodies	per gross ton	214.00	215.00	218.00	219.00	249.00
Shredded Auto Scrap	per gross ton	395.00	396.00	397.00	389.00	395.00
NON FERROUS						
#1 Copper Bare Bright	per pound	3.95	3.86	3.73	3.79	3.93
#2 Copper Wire & Tubing	per pound	3.79	3.67	3.65	3.61	3.77
Aluminum Cans	per pound	.65	.66	.67	.65	.65
Al/Cu Radiators	per pound	1.81	1.79	1.81	1.83	1.85
Aluminum Radiators	per pound	.51	.53	.56	.58	.58
Heater Cores	per pound	1.43	1.45	1.42	1.43	1.47
Stainless Steel	per pound	.69	.66	.64	.65	.66

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

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RUBBER

Higher 2024 tire shipments predicted for U.S. market

The U.S. Tire Manufacturers Association (USTMA) projects total U.S. tire shipments of 335.7 million units in 2024, compared to 331.9 million units in 2023 and 332.7 million units in 2019. This surpasses the previous record of 335.2 million units in 2021.

Compared with 2023, original equipment shipments for passenger, light truck

and truck tires are expected to change by 1.4 percent, 2.6 percent, and -3.3 percent respectively, with a total increase of 0.6 million units. Replacement passenger, light truck and truck tire shipments are also projected to change by 0.5 percent, 2.8 percent, and 5.9 percent respectively, with a total increase of 3.2 million units.

	2024 Forecast	2023	% vs 2023	Units vs 2023	2019	% vs 2019	Units vs 2019
Original Equipment							
Passenger	46.3	45.7	1.4%	0.6	46.3	0.1%	0.0
Light Truck	6.0	5.9	2.6%	0.2	5.9	2.4%	0.1
Truck	6.0	6.2	-3.3%	-0.2	6.5	-7.7%	-0.5
Replacement							
Passenger	220.2	219.2	0.5%	1.0	222.6	-1.1%	-2.4
Light Truck	35.2	34.3	2.8%	1.0	32.5	8.2%	2.7
Truck	22.0	20.8	5.9%	1.2	18.9	16.2%	3.1
Total Shipments	335.7	331.9	1.1%	3.7	332.7	0.9%	3.0

Tire program cleans up over 507,000 tires

Year after year, Michigan's Scrap Tire Program rolls on: In 2023, the program cleaned up over 507,000 passenger tires – more than 126,000 four-wheeled vehicles' worth – with a few efforts yet to be tallied.

In Michigan, it is illegal to dispose of whole motor vehicle tires in landfills. Instead, the Scrap Tire Program administered by the Michigan Department of Environment, Great Lakes, and Energy (EGLE) regulates proper disposal, transportation, and storage, as well as cleanup of existing scrap piles of 500 or more tires. Scrap tire transporters and collection sites must register each year, and program staff regularly inspect scrap tire collection sites, processors, end users, and generators, including tire dealers and auto scrap yards.

Improper management of scrap tires

can be hazardous to the environment and public health, not to mention unsightly. Runoff from hard-to-extinguish tire fires can contaminate water, and scrap tires are an ideal breeding ground for mosquitoes that carry disease such as West Nile Virus. In the October 2022-September 2023 fiscal year, the program tallied 408 inspections related to collection sites, haulers, retailers, grants, and complaints.

Cleanups in 2023 involved 97 grants totaling nearly \$1.4 million. Seven – including two carried over from the previous year – were for privately owned sites. For the cleanup and recycling of tires determined to have been dumped or collected after 1991 on private sites, grants are subject to repayment. Of the 90 community cleanups, five did not end up using any funding.

Firestone Liberia earns historic certification



Bridgestone Americas announced its Firestone Liberia natural rubber growing and processing facility earned International Sustainability and Carbon Certification (ISCC) PLUS recognition. The Firestone Liberia facility is the world's first natural rubber farm to achieve ISCC PLUS certification.

The Firestone Liberia facility earned the certification for its efforts in reducing environmental impacts, utilizing resources efficiently and enhancing its capacity to adapt to, mitigate and build resilience to climate change. The certification also recognizes the farm for the implementation of good agricultural practices, ensuring proper working conditions, complying with local regulations and fostering effective management practices to facilitate ongoing growth and improvement.

"As we progress in our transformation to a sustainable solutions company, we are making incredible progress toward sustainable manufacturing," said Rick Burnett, vice president, internal manufacturing division, Bridgestone Americas. "The ISCC PLUS certification is a pivotal milestone which recognizes our actions to sustainably growing and processing natural rubber as we accelerate our progress toward using 100 percent sustainable materials in our products by 2050."

The Firestone Liberia facility is the largest contiguous natural rubber operation in the world, covering approximately 118,000 acres or 185 square miles. The facility is also Liberia's largest private employer with approximately 4,000 teammates who harvest and process natural rubber. The company also plays an active role in the Liberian community by providing teammates and their dependents free medical care and operating 23 schools, which educate more than 7,000 students.

After processing, the natural rubber is shipped to Bridgestone's tire plants in North America and Europe for the manufacture of tires. This includes Bridgestone's flagship EV touring tire, the Bridgestone Turanza EV, which incorporates 50 percent ISCC PLUS-certified recycled and renewable materials and are manufactured using synthetic rubber².

The facility's ISCC PLUS certification represents a major stride toward the company's 2050 goals, which include achieving carbon neutrality and producing tires exclusively from 100 percent sustainable materials³. Bridgestone also continues to advance its R&D efforts aimed at diversifying the world's natural rubber supply, including commercializing the use of guayule natural rubber in tires.

The Firestone Liberia facility is Bridgestone's 16th facility or organization to earn ISCC PLUS certification since 2022.



The Firestone Liberia facility earned the ISCC PLUS certification for its efforts in reducing environmental impacts, utilizing resources efficiently and enhancing its capacity to adapt to, mitigate and build resilience to climate change. Photo credit: Bridgestone Americas



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WASTE

FCC Environmental Services wins solid waste collection contract

The Sarasota County board of commissioners awarded FCC Environmental Services a contract for solid waste collection services in the South District. The agreement requires the company to provide waste collection services to approximately 250,000 residents and 2,000 commercial customers in the southern half of Sarasota County. The contract will initially last for seven years and can be extended for a further seven years in the first extension and for six years in the second extension, for a total potential contract length of 20 years. The contract commenced March 5, 2024.

The initial term of the contract, which



Environmental Services

is seven years, has a backlog of \$200 million, with a potential backlog of \$750 million if the full term of the contract, including extensions, is reached. FCC will invest over \$45 million to construct a Compressed Natural Gas (CNG) station, 65 new collection trucks fueled with CNG, and ten ancillary vehicles. To support this contract, FCC will hire more than 90 local and dedicated employees.

Kumac plant in Germany goes live

In March 2024, Agrar GmbH Reichenbach commissioned its Kumac digestate processing system from Weltec Biopower. This is the first Kumac plant to go live in Germany, in addition to the 16 that have been built worldwide to date. The agricultural company based in the Vogtland region of Saxony, Germany, specializes in dairy farming and the cultivation of feed crops. In addition to the dairy farm with 1,400 cows and breeding cattle, the farmers have been operating a biogas plant with an electrical output of 845 kW since 2006. The facilities generate up to 72,000 t of liquid manure and digestate a year.

Every day, the biogas plant feeds 12,000 kWh of electricity into the public grid. In addition, the plant supplies up to 500 kW of heat to small consumers and to the site of the former Paracelsus Clinic in Reichenbach via a heating network. The plant's main business consists of the delivery of biogas via a 3.2-km raw biogas pipeline to the heating plant of Stadtwerke Reichenbach for the base load supply of flats and social facilities. The amount of electricity generated each year corresponds to the annual consumption of around 6,000 private households.

ELECTRONICS

Proposed bill to increase e-waste recycling in Minnesota

Billions of dollars of valuable metals sitting in dumps, heavy metals leaching into groundwater, hundreds of land-fill fires caused by lithium-ion batteries: these are just a few of the issues linked to people tossing phones or batteries into the trash.

A bid to manage these issues is behind HF3566, that would replace the Minnesota's 17 year old electronic waste recycling program with one that would recycle every device. The bill would expand the definition of electronic waste, provide free collection, and create incentives to divert electronics from the waste stream.

It was approved as amended by the House Environment and Natural Resources Finance and Policy Committee and sent to the House Commerce Finance and Policy Committee.

Rep. Athena Hollins (DFL-St. Paul), the bill sponsor, said it builds on the current system, which was established at the same time the iPhone came out. Many devices aren't covered, and manufacturers don't bear the full cost of collection and recycling, meaning many people get charged when they dispose of their devices.

About 25 percent of electronic waste is recycled. Increasing that amount would not only remove pollutants but could recover billions of dollars of materials like copper, platinum and palladium, which are critical to moving off fossil fuels.

"Right now, there are closets full of old fax machines, desktops and laptops that have precious metals we need in order to make this clean energy transition," Hollins said.

The bill calls for a recycling program for electrical devices funded by a retail fee of 3.2 percent for most electronic recyclables – defined as devices that are powered by, generate, conduct or store electricity. Cell phones would incur a flat 90-cent fee.

The fees are expected to raise about \$100 million annually with money used to operate the system.

A current recycling program for computers, televisions, printers and monitors would change with manufacturers being charged a fee based on market share to participate in a stewardship program.

While agreeing that more can be done to recycle, bill opponents say electronic waste represents less than three percent of the waste stream.

Retailers and others in the industry balk at fees which they say amount to a sales tax that could grow to more than 13 percent in some communities and push customers across the state borders.

However, supporters say an additional cost at purchase is a fraction of the cost many people are currently charged at disposal. For example, a smoke detector would cost customers \$.92 cents more at purchase, compared to \$15 to toss.

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U.S. Senate passes bills to improve recycling and increase composting

In an effort to improve and expand recycling service and increase composting programs, the U.S. Senate passed two bipartisan bills that seek to boost recycling and composting infrastructure in communities across the country.

By unanimous consent, the U.S. Senate approved the Recycling Infrastructure and Accessibility Act (S. 1189) and the Recycling and Composting Accountability Act (S. 1194). These bills will help build recycling and composting infrastructure projects, improve rural recycling, boost data collection, and explore opportunities for implementing a national composting strategy.

U.S. Senator Jack Reed (D-RI) says it is imperative for Congress to take action to reduce the amount of waste entering landfills, expand local capacity to improve the collection of recyclables, and help make recycling and composting programs more effective and efficient.

"We can't just toss cardboard, paper, plastic and bottles into the bin and call it a day. We've got to invest in making recycling work better for people and communities. This is a smart step toward upgrading our recycling infrastructure and ensuring it is economically and environmentally sustainable and expanding opportunities for composting," said Reed. "These bipartisan bills will also help collect needed data to ensure recycling programs are working and develop a national composting strategy. And we've also got to do our part to reduce the amount of plastics we use in the first place, incentivize producers and manufacturers to be environmentally responsible,

and hold them accountable for their packaging."

According to a study by the U.S. Environmental Protection Agency (EPA), over 681,000 jobs in the U.S. are associated with recycling and reuse activities.

The two bipartisan bills, which were led by Senators Tom Carper (D-DE) and Shelley Moore Capito (R-WV), would help the U.S. toward its goal of increasing the national recycling rate to 50 percent by 2030, up from the current 32.1 percent recycling rate. To achieve that goal, the federal government must help states, municipalities, businesses, communities, and individuals work together to improve the nation's recycling system and conserve our natural resources.

The Recycling Infrastructure and Accessibility Act would allow the EPA to create a pilot program to improve recycling services in underserved areas, including rural communities. Federal grants would be awarded to eligible communities with the aim of developing local recycling infrastructure and enhancing access.

About a quarter of municipal solid waste is food waste and an estimated 58 percent of methane emissions from municipal solid waste landfills come from food waste, according to the EPA. Composting is a potent tool for waste management that could help reduce



methane and combat climate change.

The Recycling and Composting Accountability Act would direct EPA to collect data, prepare reports, and develop best practices for recycling and composting programs in the United States. Under the bill, EPA would be required to assess composting infrastructure in communities to identify barriers to implementing a national composting strategy and evaluate and report on the rates of recycling and composting at federal agencies every two years.

Now that the two bipartisan bills have passed the Senate by unanimous consent, they must also be approved by the U.S. House of Representatives. Companion legislation for the Recycling Infrastructure and Accessibility Act has been introduced in the House by Rep. Marianne Miller-Meeks (R-IA-1) and companion legislation for the Recycling and Composting Accountability Act has been introduced by Rep. Joe Neguse (D-CO-2).

BUSINESS BRIEFS

Pellitteri Waste Systems names new president

■ Pellitteri Waste Systems, Inc., a leading waste and recycling collection and processing company, has promoted David Pellitteri to the position of president. Formerly serving as vice president of finance & development, Pellitteri's elevation to president reflects his longstanding dedication and significant contributions to the company.

Pellitteri started working at the family business as a driver in the small container division while in high school and then worked with the sales team while attending college. He was tasked with developing a new confidential data destruction division. He has served in several other capacities at Pellitteri Waste Systems, including leading the sales team, overseeing operations, further developing the recycling division, and most recently overseeing finance and development.

Pellitteri has been recognized for his commitment to environmental stewardship. Appointed by the Governor, he currently serves on the Council on Recycling, playing a crucial role in shaping recycling policies and initiatives at the state level. He has also been appointed by the Wisconsin Department of Natural Resources Secretary to serve on the Waste and Materials Management Study Group.

Pellitteri is currently the chair of the Wisconsin chapter of the National Waste and Recycling Association (NWRA) and is executive vice chair for the services board of governors.

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BUSINESS BRIEFS

Shred-Tech acquires CM Shredders by The Heico Companies

Shred-Tech Corp., a manufacturer of industrial shredding and recycling solutions, has acquired CM Shredders, LLC via their parent company The Heico Companies. This strategic move is a significant step forward in enhancing Shred-Tech's product portfolio, extending its global reach, and fortifying its North American manufacturing capabilities.

CM Shredders is a recognized leader in the tire recycling industry. Headquartered in Sarasota, Florida, CM has a history of innovation and a strong market presence.

The acquisition of CM Shredders aligns with Shred-Tech's commitment to deliver cutting-edge solutions for solid waste reduction in the recycling industry. This strategic integration will bolster Shred-Tech's product portfolio, offering customers a more comprehensive suite of primary, secondary, and tertiary size reduction and material destruction systems.

With the acquisition of CM Shredders, Shred-Tech is poised to expand its global footprint. CM Shredders' established presence in tire recycling and key global markets like Asia and the Middle East will provide Shred-Tech with access to a broader customer base.

The combined strengths of Shred-Tech and CM Shredders in manufacturing will strengthen efficiency, scale, and agility, especially following the recent manufacturing capability expansion at the Shred-Tech Thailand facility. This synergy is expected to drive operational excellence, further positioning the merged entity as a leader in the industry.

The strategic acquisition enhances Shred-Tech's competitiveness in the marketplace. By combining resources, engineering expertise, and manufacturing capabilities, the expanded entity is better positioned to meet the evolving needs of clients.

Steel Dynamics declares first quarter dividends

Steel Dynamics, Inc. announced that the company's board of directors declared a first quarter cash dividend of \$0.46 per common share, or 8 percent increase over the company's 2023 quarterly rate.

The dividend is payable to shareholders of record at the close of business on March 31, 2024 and is payable on or about April 14, 2024.

NUCOR declares 204th consecutive cash dividend

The board of directors of Nucor Corporation declared the regular quarterly cash dividend of \$0.54 per share on Nucor's common stock. This cash dividend is payable on May 10, 2024 to stockholders of record on March 28, 2024 and is Nucor's 204th consecutive quarterly cash dividend.

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EV dismantling regulations expected for recyclers

by MAURA KELLER

mkeller@americanrecycler.com

Within the traditional internal combustion engine (ICE) auto recycling industry, the training required to properly dismantle vehicles is expansive as recyclers need to be continually trained about new technological advances in today's high-tech vehicles. When it comes to recycling electric vehicles (EVs), the required training is far more extensive as properly handling lithium ion batteries and other key elements within the EV platform can mean the difference between life and death.

According to Rob Dillan, founder of EVhype.com, an EV charging station portal and social network, the regulations facing the EV recycling industry are extremely diverse as regulations concerning end-of-life EVs vary significantly across jurisdictions.

In the EU, for example, the End-of-Life Vehicles Directive mandates the recycling of at least 85 percent (by weight) of the vehicle, including battery components. The U.S. follows a more decentralized approach, with guidelines varying by state, focusing on safe handling and disposal of hazardous materials.

"The International Organization for Standardization (ISO) provides guidelines, such as ISO 22628, detailing recycling and material recovery rates, which serve as a benchmark for recyclers worldwide," Dillan said. Specifically, the ISP specifies a means of calculating the recyclability rate and the recoverability rate of new vehicles – both ICE and EVs – identified as a mass fraction of the vehicle.

And while the U.S. has no federal or state laws or policies requiring EV battery recycling, California is developing a policy that would increase EV battery recycling in the state, becoming the first with lithium-ion U.S. battery recycling regulations, including looking at putting the responsibility of EV battery recycling on producers.

Andy Latham, founder and chief executive officer at Salvage Wire, also pointed to many different rules and regulations across the world as it relates to EV recycling, many are country specific and some are regional.

"The toughest is the EU End of Life



The End-of-Life Vehicles Directive mandates the recycling of at least 95 percent (by weight) of the vehicle, including battery components.

Vehicle (ELV) Directive that has been in place since 2001 and is going through a consultation process before being updated in a few years' time," Latham said.

The original ELV directive had to be transferred into the laws of each member state of the EU and as a result there were slight variations in how it was implemented. As Latham explained, it is expected that the updated version will be a regulation that each country must be bound by so they all follow the same rules.

"As the UK is no longer in the EU we wait to see what the UK government will do, but our expectation is that they will follow EU rules in this area," Latham said.

A lot of countries have used the EU ELV Directive as a template for their own regulations, and have either copied it wholesale or selected the parts that they want.

According to Latham, the ELV directive specifies that 95 percent of every ELV must be recycled or re-used, this influences the design of the vehicle as well as the recycling at end of life. The directive also specifies what is hazardous and must be removed before the vehicle goes into crushing or shredding. This includes batteries, fluids, tires, catalysts,

pyrotechnic devices, controlled parts and more.

"The plastics must be identified so they can be removed and recycled and it also limits some substances from being built into the vehicle (e.g., mercury), which means manufacturers must design for recycling," Latham said.

Other countries have differing rules and regulations, and Latham believes that some countries have differing rules in each state.

"All professional vehicle dismantlers and recyclers should at minimum meet the regulations for the country or area they operate in and ideally exceed the regulations," Latham said.

Training & EV Component Knowledge
As EV recycling regulations and policies are slowly integrated into the fabric of the auto recycling industry, industry professionals turn their attention to the training opportunities surrounding these vehicles.

Dillan indicated there are key critical regulatory aspects for auto recyclers that affect the education and training of proper handling and recycling – all of which auto recyclers need to fully understand as part of the training process.

These aspects include:

- Battery handling – With EV batteries classified as hazardous waste,

regulations stipulate specific handling, storage, and disposal methods to prevent environmental contamination and ensure worker safety.

- Material recovery – Regulations often outline minimum recovery rates for materials, pushing recyclers to adopt efficient methods to extract valuable components like lithium, cobalt, and nickel from EV batteries. "Mandatory thresholds will regulate the overall efficiency of recycling rates as follows: by 2025, reaching 90 percent for cobalt, copper, and nickel, and 35 percent for lithium; increasing to 95 percent and 70 percent respectively by 2030," Dillan said.

- Certification and reporting – Compliance with local and international standards requires recyclers to obtain necessary certifications and maintain detailed records of their recycling processes and outcomes. As Dillan pointed out, commencing in 2025, it becomes obligatory to disclose the proportions of recycled materials used. By 2030, the required levels will be 12 percent for cobalt, 4 percent for lithium, and 4 percent for nickel.

EV dismantling training opportunities continually evolve as these vehicles become more mainstream on U.S. roads.

See EV DISMANTLING, Page B6

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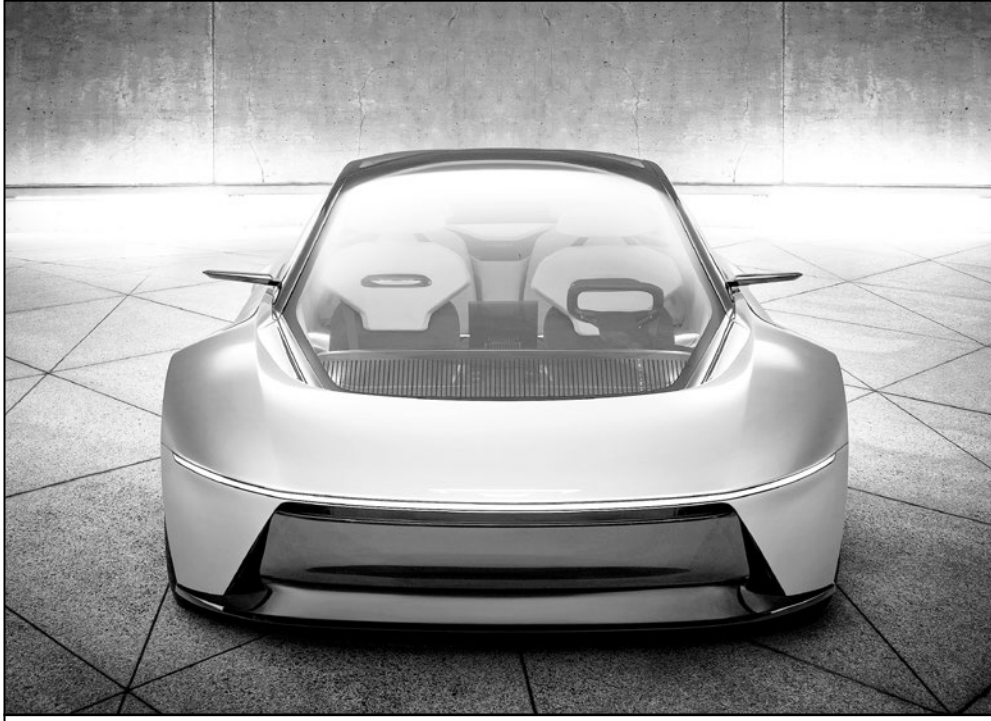
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Chrysler Halcyon Concept offers vision of all electric future



The Chrysler Halcyon Concept's combination of seamless technology and fully electrified performance work in harmony with a pure, streamlined exterior design that ingeniously embeds aerodynamic elements.

Chrysler unveiled the Chrysler Halcyon Concept, exemplifying a fully electrified future of the Chrysler brand that embraces sustainability-driven exterior and interior design, full autonomy paired with personalized driving experiences and futuristic technology that expands on the brand's "Harmony in Motion" ethos of customer-focused, seamless connectivity.

"The Chrysler Halcyon Concept creates a level of serenity that fully represents the Halcyon name. The Halcyon showcases innovative and sustainable mobility solutions that embrace technology and offer value to customers while delivering Harmony in Motion," said Chris Feuell, Chrysler brand chief executive officer – Stellantis. "The Chrysler Halcyon Concept brings to life a fully electric tomorrow through new technology suites from Stellantis that integrate with simple and pure aerodynamic design and a seamless, connected and immersive cockpit experience."

The Chrysler Halcyon Concept is the latest in a steady progression of futuristic concepts representing the brand's electrification transformation. Previously, the brand revealed the Chrysler Portal Concept in 2017, the Chrysler Airflow Concept in 2022 and the Chrysler Synthesis Cockpit Demonstrator in 2023.

Chrysler will launch the brand's first battery-electric vehicle in 2025 and will feature an all-electric portfolio in 2028. The Chrysler Halcyon Concept reinforces the brand's commitment to the Stellantis Dare Forward 2030 plan, which cultivates the electrified and more

efficient propulsion systems that will enable Stellantis to cut its global carbon footprint by 50 percent by 2030 and lead the transportation industry by achieving net carbon zero by 2038.

The concept's unique Elemental Silver color was chosen to give the aesthetic illusion of an exterior fashioned from recycled metals.

The reverse-yoke-designed steering wheel folds away, with pedals also retracting when the steering wheel retracts to provide a Zen-like environment. The steering wheel's center Chrysler wing logo, as well as other areas of the cabin add sustainable design inspired by Detroit's musical culture and heritage, integrate crushed and 100 percent composite material, made from recycled post-consumer CD media.

The lightweight, keystone-shaped front seats are luxurious and sleek, as well as supportive, and wrap over the glass center console, giving the interior continuity. The front seats also can fully retract into the rear seat position, creating a giant accessible area. As with the steering wheel, front seat inserts incorporate the Chrysler wing logo, made from crushed recycled CDs.

Interior materials were chosen not just for sustainability, but also for compatibility. The open-air character of the cockpit, includes laser-pattern, solar white suede, made from 73 percent recycled content and is used in the upper seat and door construction. A non-leather, synthetic, soft trim wraps the lower seats, with seatbacks wrapped in solar white synthetic soft trim. Polyester, 100 percent recycled, mélange heather fabric also accents the interior.

Eight 2024 Acura & Honda models earn IIHS top safety ratings

Three Acura models and five Honda models have earned the Insurance Institute for Highway Safety's (IIHS) Top Safety Pick (TSP) rating or better for 2024, with four achieving the pinnacle Top Safety Pick+ (TSP+) rating. Contributing to the top ratings, each of the eight models achieved the top GOOD score in the institute's rigorous updated side crash test, which involves 82 percent more crash energy than the original test.

AcuraWatch™ and Honda Sensing® driver-assistive and safety technology is now standard on every Acura and Honda automobile model, and there are more than seven million Acura and Honda vehicles on U.S. roads today featuring these comprehensive suites of safety and driver-assistive technologies, which now include Collision Mitigation Braking System™ (CMBS™) with Pedestrian Detection; Forward Collision Warning; Road Departure Mitigation (RDM)

incorporating Lane Departure Warning (LDW); Lane Keeping Assist System (LKAS); and Adaptive Cruise Control (ACC).

All Acura and Honda vehicles benefit from Honda's proprietary Advanced Compatibility Engineering™ (ACE™) body structure, designed to protect occupants in a wide variety of frontal collisions, along with advanced supplemental restraint systems such as pretensioning front seatbelts, and front, side, knee and side-curtain airbags.

Acura 2024 IIHS Award Winners:

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2024 Acura MDX (TSP+)

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Honda 2024 IIHS Award Winners:

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2024 Honda CR-V (TSP)

2024 Honda HR-V (TSP+)

2024 Honda Odyssey (TSP)

2024 Honda Pilot (TSP)

Toyota bringing EV battery production to Kentucky

Toyota will invest \$1.3 billion at its flagship Kentucky facility for future electrification efforts, including assembly of an all-new, three row battery, electric SUV for the U.S. market. The project brings the plant's total investment to nearly \$10 billion and reinforces Toyota's commitment to high quality vehicles and long term job stability.

The investment adds a battery pack assembly line to the facility, with batteries being supplied by Toyota Battery Manufacturing North Carolina.

Toyota Kentucky has been a hub of the

automaker's North American operations since 1986. Its nearly 9,400 team members have assembled some of the most beloved nameplates in the Toyota lineup, including the Camry – America's best-selling passenger car for 22 consecutive years.

Toyota is committed to investing in its operational communities, primarily focusing on education and workforce development. Since making Kentucky home nearly four decades ago, more than \$154 million in local donations continue to make sizeable impacts in the Bluegrass state.

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DIGITAL ADVERTISING OPPORTUNITIES



Ford dealers and Ford Fund invest \$2 million to train future auto techs



Ford dealers and Ford Fund, the philanthropic arm of Ford Motor Company, are investing \$2 million in scholarship funding in 10 regions to help students pursue careers as automotive technicians. Spanning over 20 states and 292 eligible schools, the Ford Auto Tech Scholarship will grant 400 need-based awards to current or future students enrolled in post-secondary auto programs.

The automotive industry continues to face an ongoing shortage of technicians, with over 400,000 techs needed by 2027. Now in its second year, the Ford Auto Tech Scholarship creates opportunities for rewarding, well-paying careers as the industry moves toward electrification and software integration.

“As vehicles become more advanced, we need highly skilled technicians to maintain and service them,” said Elena Ford, chief dealer engagement officer at Ford. “Partnering with our dealers to invest in these students helps create job opportunities, shapes the future of our communities, and drives growth in our industry.”

The Ford Auto Tech Scholarship is open to individuals pursuing automotive

technology degrees or certificates in the 10 selected regions, covering various costs associated with their education. The scholarship may be used for all attendance costs, including tuition, tools, living expenses and transportation. During the students' educational journey and career transition, Ford dealers in each region will serve as a support system, offering advice, onsite training, and career guidance.

The Ford Auto Tech scholarships will be administered by TechForce Foundation, a national nonprofit organization committed to supporting students pursuing technical education and careers as professional technicians. Ford is proud to partner with TechForce to grant \$5,000 per student in financial assistance for education and training in auto and auto/diesel at a wide range of accredited institutions.

Last year's contribution directly resulted in 200 students receiving \$1 million in scholarships across four regions: Greater Atlanta, Chicago, Dallas and Phoenix.

Students eligible for the 2024 Ford Auto Tech Scholarship must be pursuing a degree in one of the following regions: the Greater Atlanta, Chicago, Dallas, Detroit, Phoenix, Kansas City, Memphis, Miami, Seattle, and Cincinnati areas. The application process is open from March 4 through August 31, 2024. Scholarships will be awarded on a rolling basis and applications reviewed as received. To learn more about the 2024 Ford Auto Tech Scholarship, or to apply, visit the TechForce website.

Ecobat finalizes contract to recycle EV batteries for Volkswagen Group UK



Ecobat has signed an agreement with Volkswagen Group United Kingdom Ltd. (VWG UK) to collect and recycle electric vehicle (EV) batteries.

Ecobat has signed an agreement with Volkswagen Group United Kingdom Ltd. (VWG UK) to collect and recycle electric vehicle (EV) batteries. The deal helps VWG UK close the loop to promote a circular energy economy and ensures the UK's largest automotive Group is doing all it can to boost sustainability.

Ecobat has a longstanding relationship with VWG UK dating back to 2014 when it started collecting lead acid batteries for TPS, the Volkswagen Group Genuine Parts provider to the independent motor trade. The contract was expanded in 2019, when Ecobat started working with high-voltage batteries, and since the company's UK Diagnostics and Disassembly Centre in Darlaston in the West Midlands was opened, it has processed and upgraded many thousands of batteries.

Under this latest agreement, Ecobat will collect EV batteries to recycle lithium-ion battery materials. The company will collect high-voltage batteries from dealers, distributors, and end-of-life recycling centers using Ecobat's ADR compliant vehicles. Batteries will be processed at Ecobat's new UK lithium-ion recycling centre. This is Ecobat's third lithium-ion recycling facility, in addition to facilities operating in Germany and Arizona.

Director of One Aftersales for Volkswagen Group UK, Sylvain Charbonnier, said: “I'm pleased to be extending and expanding our relationship with Ecobat. As we move to decarbonize road transport, the number of electric vehicles in our car park is rapidly increasing, and we need to ensure sustainability throughout the lifecycle. Working with our trusted

partners, we are confident we can reassure our dealers and customers that we are responsibly moving towards our electrification goals.”

On a global basis, Volkswagen AG was the first major automotive company to commit itself to the aims of the Paris Climate Agreement and has developed a group-wide decarbonization program. It has launched the most comprehensive electrification initiative in the automotive industry and is committed to the introduction of e-mobility. The company will have around 50 fully electric models in the market by 2030 – the result of investing around €180 billion in digitalization and electrification by 2027. Volkswagen Group UK currently offers around 15 electric vehicles in the UK, a number which is set to rise. In 2023 the Group accounted for more than one in five passenger car BEV registrations in the UK, making it the market leader.

Ecobat recycling fully complies with UK battery regulations, and the company is managing extended producer responsibility (EPR) on behalf of Volkswagen Group UK. The company maintains strict quality assurance for its environmental, health, and safety processes. The company conforms to ISO standards, including ISO 9001 for quality management, ISO 14001 for environmental management, and ISO 45001 for health and safety. Ecobat provides a sustainable, circular loop for recycling and reusing battery materials and works with OEMs to boost their sustainability credentials and minimise waste. The company offers compliant battery transportation, storage, diagnosis and dismantling.

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EQUIPMENT SPOTLIGHT

Crushers/Loggers

by MARY M. THORNTON

maryt@americanrecycler.com

Scrap automobiles are the most plentiful recycled consumer item in the world and the car recycling market is projected to reach over \$102 million by 2030. There are a number of machines available to help those who are in the business of processing vehicles and car loggers and crushers are among them. Some manufacturers of this equipment describe their products below.

John Kitchens, president of Iron Ax, described his firm's product as "a 20' and a 16' baler equipped with or without a crane. Our normal build is a 20 foot with no crane. Our balers feature a Cummins engine, and the baler we currently manufacture features an automatic cycle and remote control. The latter is rechargeable, and it has a longer range than previous models offered."

Kitchens also mentioned how the baler system allows the remote control to communicate with the engine via a CAN network. The future evolution of this control system will feature optional systems such as remote diagnostics and GPS tracking. On board diagnostics via a control panel display will also be offered, which in turn will make setting hydraulic pressure easier than ever before. The ability to adjust the pressure allows an operator to make either a loose or a tight bale with the Iron Pack Baler.

"We know what processors are looking for when it comes to a baler. We have roots in scrap metal recycling, and we use the products in our scrap operation every day. Our customer service sets us apart from other manufacturers. Many of our service employees have been with us over 25 years. They not only know the machines, they get to know customers and the operators, too. We are available

on the weekends as well. We realize that issues sometimes appear at an inconvenient time, so we're available almost 24/7 to help our customers resume their operations.

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

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

According to Steve Besch, sales manager, "The OverBuilt Model 10 Car Crusher boasts the largest lid opening at 10'. This allows for six or seven processed cars in a single stack and more tonnage on a transport vehicle truck. When market conditions dip, stacking scrapped autos for containment and/or transport can be advantageous. This option allows an operation more versatility in managing inventory." Besch also claims the Overbuilt's high speed oil bypass system cuts processing cycle time in half via a 25 second cycle



Iron Ax/Recycling Equipment Sales, Inc.

for the first car. A 20'3" charge box is Overbuilt's standard machine but their 22' and 24' models are more popular for processing larger scrap cars, trucks and equipment. "With several options available, we can custom build a crusher specific to the needs of each customer. Whether providing assistance to customers when they're on the road or at their operation, we help customers maximize production while minimizing the time spent to achieve it all.

"The Model 20 OverBuilt baler logger is one of the bigger, beefier models of its kind in the industry. Cab heat and AC aid the comfort of the machine operator and with a crane reaching 26.5' with 5,000 pounds of lifting power at 25', this is a product that will be the clear money maker in your yard. It provides 225 tons of baling pressure per door and 175 tons of logging pressure on a twin ram system. Ideal for processing cars, trucks, loose scrap and tin, this baler does it all," said Besch. Electric models for the car crusher and baler logger are available.

The RM Johnson portable E-Z Log Baler "is ready to operate after a fluid level check and the grapple crane can be moved up to 400°, reach out 23' and lift 2,000 lbs. It

produces a bale in a fast, neat process. By selecting the metal type and volume of each bundle, a user can produce log bales to fit the requirement of the desired market and the E-Z Log Baler can operate from the control platform. The unit can be moved to the same location as the scrap that must be processed. We offer three other logger models as well," stated Dave Van Vleet, sales manager. He continued, "Even expensive machines are worthless if the final product can't

be shredded. Our innovative hydraulic compression sequence solves this problem. Once loose scrap is loaded onto the baling chamber, the E-Z Log, as opposed to mere compressing, produces a log that will stay together even when dropped. Yet the rolled logs remain loose and low density enough for a 1,500 hp shredder to

See Crushers/Loggers, Page B5

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Crushers/Loggers

■ Continued from Page B4

easily process them.”

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



The RM Johnson Co.



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EV dismantling

■ Continued from Page B1

Recently, the Institute of Scrap Recycling Industries (ISRI) co-hosted a series of two day classes to offer safe electric vehicle (EV) battery handling and dismantling certification. Working in partnership with the Energy Security Agency (ESA), ISRI is offering the certification classes that were designed to educate auto recycling professionals with the knowledge and skills safely interact with and dismantle to EVs and lithium-ion batteries. In addition, the National Institute for Automotive Service (ASE) has recently announced the creation of Electric Vehicle Technician/Shop Personnel Electrical Safety Standards that auto recyclers can utilize in training of their employees.

The recent increase in the number of EVs reaching end-of-life status has prompted the U.S. EPA to examine lithium-ion batteries at end of life, including establishing universal waste handling requirements, hazardous waste recycling regulations, and other provisions that apply to this hazardous waste stream. These requirements are expected to address how to properly manage EV waste, how to label containers, how long the waste can be accumulated on site, where the waste can be sent, and other aspects of end-of-life, EV battery management.

Resources Aplenty

As is evident with any new technology, the regulations surrounding EV dismantling are evolving. Staying on top of these regulations, especially as they evolve, is vital for the safety

of auto recyclers and their employees. Dillan said it is imperative to stay informed and compliant. This includes embracing continuous education.

“Auto recyclers must engage in ongoing education and training programs to stay updated on best practices and regulatory changes related to EV recycling,” Dillan said. “The Institute of Scrap Recycling Industries (ISRI) offers extensive resources, including compliance guides and training modules, to help recyclers stay informed about regulatory developments.”

Dillan also pointed to professional networks as joining industry associations can provide recyclers with access to resources, updates, and advocacy platforms regarding regulatory developments.

“With EV battery technology rapidly evolving, recyclers are urged to invest in innovative recycling technologies that can adapt to changes in battery chemistry and design, ensuring compliance with future regulatory standards,” Dillan said.

Latham pointed to membership of a state or country association will be imperative because these associations are able to advise all their members on the standards they need to achieve. They will also promote new regulations so their members know them well in advance and can plan their budget and time management accordingly.

Associations, such as the Automotive Recyclers Association, can also influence new regulations by talking to policymakers and governments. Latham said this is only possible if they have a significant volume of members, all members have paid their fees and members support the activities of the association.



“Non-members will benefit from this advocacy because associations can and do influence future regulations. Association members can use their voice or their time, to help associations get their message across and make regulations more acceptable to the industry, but many association members do not support their associations by responding to requests for information or attending association events. Just imagine how effective a trade association could be if every member responded to requests for information and attended the annual conference,” Latham said.

Latham further stressed that excellence matters. Doing something with excellence means that auto recyclers have put in all possible effort to make sure that none of their work is overlooked or unfinished.

“Being proud of what we do means being excellent. That means exceeding current regulations, it means working with like-minded competitors through

a trade association, to invest time and effort in shaping future legislation so that it works effectively for everyone and benefits the climate, work environment, our people and industry,” Latham said.

Looking Ahead

Anticipating tighter EV dismantling regulations, especially as the global push towards solid-state batteries gains momentum, Dillan said recyclers must prepare for shifts in recycling methodologies and regulatory criteria, that are likely to become more stringent in response to technological advancements.

“In the dynamic field of EV recycling, staying ahead of regulatory curves is imperative for auto recyclers,” Dillan said. “Leveraging statistical data, continuous learning, and technological adaptability will be key to navigating the challenges and opportunities presented by the end-of-life phase of EVs.”

Honda battery plant hits milestone



LG Energy Solution and Honda's two million square feet facility is expected to be completed by the end of 2024.

LG Energy Solution and Honda erected the final structural steel beam at the joint venture's new EV battery production facility being constructed near Jeffersonville, Ohio. This major construction milestone comes almost one year to the day after the groundbreaking that took place for the over two million square feet facility that is expected to be completed by the end of 2024.

Projected to reach an overall investment of \$4.4 billion and create some 2,200 new jobs, the joint venture aims to start mass production of pouch-type lithium-ion batteries in 2025, to be supplied to Honda auto plants to produce EVs to be sold in North America.

“Today is an important milestone for

the LG Energy Solution-Honda team as the structure of the EV battery production facility takes its final shape,” said Bob Lee, chief executive officer of the LG Energy Solution-Honda joint venture. “One year ago, we were breaking ground in an empty field and today we can see the finish line for this project, and we want to thank everyone working at the site and the local community who have made this possible.”

In addition to the construction progress, hiring is underway for the plant. A variety of engineering and support positions are currently posted on the company website, with information about technician and production roles expected to be announced in the coming months.

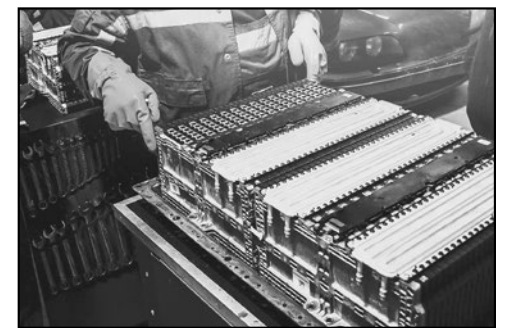
GM hires globally recognized battery expert to be VP of Batteries

As GM accelerates toward its vision of an all-electric future, the company continues to invest in the infrastructure and attract talent to make that a reality. In the latest move, GM has hired Kurt Kelty, a globally recognized battery expert and former Tesla executive, to be vice president of Batteries, reporting to GM president Mark Reuss.

In this newly created role, Kelty will be charged with GM's battery cell strategy and a new end-to-end approach. This will include the use of raw materials, research, developing and investing in new technology, commercialization of cells and packs, and end of life opportunities. His team will be responsible for a critical piece of GM's electrification strategy, bringing together the company's already robust battery development resources with industry expertise to more quickly deliver electric vehicles to customers at scale.

Kelty's appointment and the elevated focus on battery cell technology builds on years of investment and the establishment of infrastructure that is already allowing GM to identify and prototype next generation technology and manufacture cells at scale. With Kelty joining the team, this will expand and accelerate those efforts and position GM as the EV leader in the future.

Most recently, Kelty was a vice

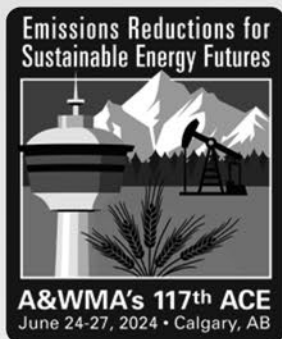


president at Sila, where he was responsible for sales, business development, battery cell manufacturing partnerships and battery engineering involved in the adoption of Sila's silicon anode material in EVs requiring high energy density and fast charge.

Prior to Sila, Kelty led the Tesla battery development team for 11 years. At Tesla he was responsible for the technical exchanges and commercial negotiations with battery cell suppliers and early-stage battery cell developers. He was a key driver in the creation of Tesla's first Gigafactory, the largest lithium-ion battery and EV component factory in the world. He began his work in lithium-ion batteries in 1993, working for Panasonic, where he created alliances and joint development programs to advance lithium-ion rechargeable batteries for portable applications.

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All electric Acura 2024 ZDX qualifies for \$7,500 tax credit

Acura released the power ratings for the 2024 ZDX, its highly-anticipated all-electric SUV, and the high-performance ZDX Type S – the most powerful Acura ever. With a performance-tuned dual-motor AWD powertrain, ZDX Type S delivers an exhilarating 500 maximum horsepower and 544 lb.-ft. of maximum torque – more than the Acura NSX Type S supercar. ZDX A-Spec buyers can choose between a rear-wheel drive, single-motor powertrain with 358 hp and 324 lb.-ft. of max torque or a more powerful dual-motor all-wheel drive configuration with 490 hp and 437 lb.-ft. of maximum torque.

Further improving the competitive position of the ZDX, both the ZDX A-Spec and high-performance ZDX Type S will likely qualify for the Federal

\$7,500 EV Tax Credit, which is applied at the time of purchase. Post-credit, the ZDX A-Spec (RWD) has a starting MSRP of \$57,000.

Interested clients can configure, submit an order and obtain an estimated delivery date of their ZDX through a new, omni-channel digital sales process at acura.com. This custom EV purchase experience ensures a simple, consistent, and intuitive process from home or at an Acura dealership.

Additionally, a new intuitive Acura EV[®] mobile app, enables Acura ZDX clients to purchase their all-electric ZDX online, track their vehicle's delivery status and connect with the Acura Concierge on ZDX-related questions via live chat, email or phone.

EV charging network, IONNA, begins operations in North America

First announced in July 2023, IONNA, the joint venture to build a high-powered EV charging network across North America, has received approval from regulatory authorities, and is now officially commencing operations. IONNA is a joint venture of seven of the world's foremost automakers: BMW, General Motors, Honda, Hyundai, Kia, Mercedes-Benz, and Stellantis. With Seth Cutler, newly appointed as the chief executive officer, IONNA will become one of the most accessible and reliable high-powered charging networks in North America with plans to deploy at least 30,000 chargers.

Seth Cutler to lead IONNA

Cutler brings a wealth of experience in electric mobility and charging to shape the joint venture right from the start. In his role as senior vice president of technical operations at EV Connect, Cutler drastically expanded the network of charging station manufacturers. Most recently serving as the president and chief operations officer, he started several initiatives to transform the company from a start-up to a scale-up phase. Before joining EV Connect, Cutler took the lead in engineering and orchestrating the

development and implementation of a high-powered charging network as chief engineer in the early phase of Electrify America. He started his career at General Electric (GE), where his versatile roles included that of general manager of EV infrastructure.

Elevating the customer experience

IONNA's charging network will be accessible to all electric vehicles with NACS or CCS connectors and aims to provide a seamless, vehicle-integrated, best-in-class, charging experience. This will be realized by providing various amenities such as restrooms, food service, and retail operations nearby or within the same complex, digital integration and appealing locations. Customers can expect convenient locations that will come with canopies wherever possible to further focus on unprecedented customer comfort and charging ease. The network's functions and services will facilitate seamless integration with participating automakers' in-vehicle and in-app experiences, encompassing reservations, intelligent route planning and navigation, payment applications, transparent energy management, and additional features.

Schaeffler to build EV facility in Ohio

Ohio Governor Mike DeWine, Lt. Governor Jon Husted, JobsOhio president and chief executive officer J.P. Nauseef, and Ohio Department of Development director Lydia Mihalik announced that Schaeffler will build a new manufacturing facility in Dover, Ohio, bringing 650 jobs and \$54 million in associated payroll to Wayne and Tuscarawas counties.

Schaeffler operates a manufacturing facility in nearby Wooster, Ohio, and an automotive aftermarket operation in Strongsville, Ohio. They are a global manufacturer of high-precision components and systems for engines and transmissions. The company's new facility in Dover will manufacture electric beam axles and electric drivetrain systems to support the hybrid/EV industry.

The new jobs will be spread out between both locations. The state-of-the-art manufacturing facility in Dover will offer various employee amenities and developmental opportunities. The company expects to break ground in mid-2024 and open in quarter three of 2025.

To support Schaeffler's commitment to bringing 650 new jobs to Ohio, the Ohio Tax Credit Authority approved a Job Creation Tax Credit for the project. The company has also committed to retaining 1,622 current jobs and making more than \$230 million in total fixed-asset investments.

Schaeffler Group USA's parent company, Schaeffler AG, is headquartered in Germany and operates in approximately 200 locations and 50 countries.



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