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## The continuing evolution of paper recycling

by MAURA KELLER

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The paper recycling industry and the initiatives guiding this industry have significantly evolved in recent years. According to Justine Reichman, founder and chief executive officer of NextGen Purpose, over the past 10 to 20 years, the paper-based recycling industry has evolved and most of that is due to both technological innovation and growing environmental awareness.

“There has been major improvements in how materials are processed – from advancements in ink removal and water usage to the adoption of technologies like infrared sorting,” Reichman said. “These innovations have helped reduce energy consumption and water waste, making the recycling process more efficient and environmentally friendly.”

Reichman also said that one big change in the paper recycling industry is the rise in e-commerce, which has led to an explosion in packaging materials.

“With many stores no longer holding traditional inventory, more items are shipped directly to consumers, creating a larger volume of paper and cardboard entering the recycling stream,” Reichman said. “That puts pressure on the system to be more effective and accountable.”

From what Reichman is seeing, the paper recycling industry is increasingly shifting from composite packaging to more paper-based alternatives, and this is a positive move. Composite packaging has long posed a challenge because it’s made of mixed materials that are difficult and costly to separate and recycle. In contrast, paper based packaging, when designed properly, is more easily recyclable, requires less energy and water to process, and is more compatible with existing municipal recycling systems.

“It’s possible that this change is being driven by a combination of consumer demand for more sustainable options, regulatory pressure and technological innovation, but also as companies work to reduce their carbon footprints and packaging waste, many are turning to fiber-based solutions that align better with circular economy principles,” Reichman said.

Daniel Brindis, impact director at Canopy, said that the reality is clear: Without scaling up recycled paper use, we will overshoot our planet’s ecological limits.

“Long before ‘circularity’ became mainstream, paper recycling was quietly leading the way, showing what a functional, circular system can look like on the ground,” Brindis said.

Canopy works with over 1,000 brand, producer and innovation partners globally, and their message is consistent – recycled paper remains a superior material choice when it comes to climate,



Paper based packaging, when designed properly, is more easily recyclable, requires less energy and water to process and is more compatible with existing municipal recycling systems.

water, biodiversity and supply chain resilience.

As Brindis explained, Multiple Life Cycle Assessments (LCAs) continue to confirm that recycled paper significantly reduces greenhouse gas emissions, offering companies a straightforward, credible way to cut their scope-3 emissions. With demand for sustainable materials accelerating, recycled paper is in the right place at the right time.

“At Canopy, we consistently tell our network of brand partners that one of the most impactful moves they can make is to prioritize post-consumer recycled packaging. It’s a win for forests, climate and their business,” Brindis said. “But to meet this growing demand, we need to dramatically improve recycling rates and collection systems.”

Multi-material packaging is on the rise, particularly in consumer goods sectors such as food and beverage packaging. But as Brindis pointed out, without innovation and investment, paper-based composites (e.g., paper with a plastic or aluminum barrier) can pose problems in the recycling stream, which means they can become a dead-end for fiber: once they enter the waste stream, the valuable wood fiber they contain is often lost, forced out of the recycling loop.

“While they may seem like an upgrade over plastic, the reality is that many paper-based composite materials have dismally low actual recycling rates,” Brindis said.

According to Gaspard Duthilleul, chief operating officer at Greyparrot, a change in material for packaging, to something like paper can have unintended consequences, and some good ideas may result in less sustainable outcomes.

“For instance, data from the 55 global recycling waste facilities where Greyparrot analyzers are installed found that

waste fiber, such as paper and cardboard, is actually the most common material found in residue lines, meaning it is often heading to the landfill or incinerator and not being recycled,” Duthilleul said.

Making the right decision on sustainable packaging can be complex, given the many factors involved. That’s why Duthilleul said that ultimately, the best approach needs to be based on data, including life cycle analysis with a proper understanding of packaging end-of-life, depending on the market where it is sold.

“For instance, a small wrapper has a very high likelihood of not being sorted and recycled independently,” Duthilleul said. “Therefore, shifting from plastic-based packaging to paper packaging will likely be more sustainable and environmentally friendly. That doesn’t mean it has a higher chance of being recycled – it simply means that if it ends up in a landfill, incinerator, or a natural environment, it will cause less pollution.”

For packaging that is difficult to recycle due to its complexity, such as an old Pringles can, Duthilleul has seen that switching to a high-paper mix, even if a thin layer of polymer remains, can mean these packages are accepted into fiber recycling streams, which increases their recycling rate.

“In other cases, the paperization of packaging might not always be a justified shift. PET bottles and aluminum cans, for example, are sorted very well and have very high recycling rates,” Duthilleul said. “We counted six billion PET bottles moving through recycling facilities in 2024, and despite being the highest volume material, it didn’t rank in the top three for material not being sorted or being found within residue lines. Comparatively, a common coffee cup – which uses paperboard as its primary

**See PAPER RECYCLING, Page A4**

# Kent County Department of Public Works opens foam polystyrene drop-off



Photo of polystyrene densifier courtesy of the DPW

Kent County, Michigan residents now have a way to recycle a notoriously stubborn form of plastic waste: Foam polystyrene, commonly called Styrofoam.

New at the North Kent Transfer Station and to West Michigan, the Kent County Department of Public Works (DPW) has installed a polystyrene densifier, which compacts the material and bales it so it can be taken to a processor and reused. The material was previously not accepted, ending up in a landfill, because it is difficult to recycle due to being mostly air.

“Foam polystyrene has been a problem material for recycling centers for a long time because it takes up so much space due to its air contents, making it inefficient to process,” said Nick VanderVinne, deputy director of the DPW. “Now we are able to compress and process it so it can be reused, which aligns with our goal of reducing landfill waste in Kent County.”

The densifier is available for Kent County residents to drop off foam polystyrene at the North Kent Transfer Station, located at 2908 Ten Mile Road in Rockford. Only clean, white polystyrene is accepted, including items like foam cups, coolers, packaging and take-out food containers. Packing peanuts, colored foams, meat trays and items with food residue are not accepted.

Residents can visit the North Kent Transfer Station every day except Sundays from 7:30 a.m. to 5 p.m. Foam polystyrene is only accepted at this location, and the DPW hopes to expand this capability in the future.

Having a densifier in Kent County was made possible with \$50,000 in grant funding through the Foam Recycling Coalition, which works to increase the recycling of packaging made from foam polystyrene. The DPW funded the installation of the machine.

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# Agreement advances safety for recycling and waste workers

The National Waste & Recycling Association (NWRA) and the Solid Waste Association of North America (SWANA) signed a formal Memorandum of Understanding (MOU). The agreement strengthens their commitment to collaboration on key industry issues, including safety, education and advocacy.

The MOU outlines a framework for joint efforts to improve industry safety outcomes, enhance professional education and training, and align on critical public policy priorities. It also formalizes the exchange of anonymized safety data, coordination on events and joint policy statements, and shared access to signature campaigns like NWRA's "Slow Down to Get Around."

"By aligning our efforts through this agreement, NWRA and SWANA are taking an important step forward in making our industry safer, smarter and more unified," said Michael E. Hoffman, president and chief executive officer of NWRA. "We are committed to building a stronger, more collaborative relationship that leverages our strengths and improves outcomes for our members and the public."

The agreement grants SWANA a non-fee license to use the "Slow Down to Get Around" campaign, furthering outreach efforts to protect frontline workers. The two organizations will also hold quarterly virtual and annual in-person safety committee meetings to continue advancing shared goals.

"This partnership reflects our shared vision to elevate safety and training in the waste and resource management industry," said Amy Lestition Burke, chief executive officer of SWANA. "We are committed to planning a resilient future by maximizing by the complementary strengths of our two organizations. Together we are advancing safety, innovation, and connections throughout the industry and society."

This collaboration further advances and formalizes the cooperation between NWRA and SWANA. Earlier this year, the two organizations released a joint policy statement on lithium-ion batteries, as well as a statement on safety data.

The MOU is effective immediately and remains in place for one year with the option to renew annually.

# SWACO introduces improved recycling and food waste program

The Solid Waste Authority of Central Ohio (SWACO) unveiled a new and improved version of its Business Recycling Champion program at a special screening of the movie, *Beyond Zero*, in conjunction with the Columbus Chamber of Commerce. *Beyond Zero* focuses on the efforts of a billion-dollar business to reduce its environmental impact to nothing and, eventually, to even less than that. SWACO's Business Recycling Champion program provides free education and recycling containers, and reimburses local businesses for the costs of starting up or improving their existing programs to divert waste from the landfill.

Seventy-six percent of the 1.2 million tons of waste that comes into the landfill each day could have been recycled or composted, and food waste is the largest category, with nearly a million pounds of wasted food thrown away in Franklin County every day. The new Business Recycling Champion Program has been revamped to make it even easier for businesses to participate, and it now includes a Food Waste Champion component that encourages and reimburses businesses for diverting food scraps.

"One of our core missions at SWACO is to reduce the amount of material that

is coming into the landfill," said SWACO executive director, Joe Lombardi. "It helps to preserve resources and also prolongs the useful life of the landfill. We know that many businesses and entrepreneurs would like to be recycling and composting more, but we also understand the hurdles they face and the time it can take away from running their businesses. That's why we're excited to have made it easier for Franklin County businesses to access SWACO expertise and funding to start up or improve their recycling or composting programs."

The new programming already has its first big success, as one of the most recognizable names in Central Ohio, Worthington Enterprises, will be the first Business Recycling Champion under the revamped program. Businesses can participate in either or both of the Business Recycling Champion and Food Waste Champion programs, and Worthington Enterprises will be doing both. SWACO provides on-site technical assistance, free recycling and composting containers, customized signage, and is reimbursing the business for the first six months of hauling its recycling and food waste.

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# Paper recycling

■Continued from Page A1

material – appears more frequently in residue lines.”

“Moving to paper packaging may decrease its sortability, especially if it is multilayered and contains some polymers or metalized elements,” Duthilleul said. “In some cases, regulation could also penalize these packaging types because they’re not mono-material or because it is found that a metalized layer on fiber packaging hinders the sorting process, for example.”

## Embracing Challenges

So what are the biggest challenges facing the paper recycling industry today, especially paper packaging?

The reliable feedstocks of yesterday – newspaper and office paper – are no longer flowing through the system as they once did. According to Brindis, single-stream recycling, while convenient, has driven actual recovery rates down to as low as 38 percent in some regions. Meanwhile, companies eager to replace plastic with paper often create complex composites or add coatings that make paper products harder to recover – removing even more material from the recycling loop.

“For the recycling sector, this is both a challenge and an opportunity,” Brindis said. “We need greater collaboration between brands, recyclers, and policy-makers to rethink packaging design, improve recovery systems, and drive scalable solutions. If we get this right, we can dramatically reduce emissions, keep vital forests standing, and strengthen the circular economy – delivering environmental and economic wins across the board.”

Reichman added that when it comes to paper packaging, one of the biggest challenges today is the lack of standardization and consistency across regions. There’s no universal system for recycling, and every town, city or municipality often has its own rules and infrastructure.

“This creates confusion for both consumers and businesses about what can actually be recycled and how to do it properly,” Reichman said.

She added that the challenges facing the paper recycling industry, particularly the lack of standardization, infrastructure, and transparency, pose real obstacles for environmentalists, businesses, and policymakers striving to create meaningful change. When every city or municipality has its own recycling rules, it creates confusion and inconsistency.

“This disconnect undermines public trust and makes it harder for people to act with confidence. If we want to see lasting impact, we need stronger collaboration between public and private sectors, more transparent supply chains, and investment in modern recycling infrastructure,” Reichman said. “Without systemic change, even the most well-intentioned environmental efforts will continue to be limited by the inefficiencies and inconsistencies of the current recycling landscape.”

Reichman said that there have already been so many shifts and changes, but she expects to see more investment in technology that will make paper recycling cleaner and more efficient.

“We can also hope that brands will be pushed to design packaging with recyclability in mind from the very beginning, avoiding unnecessary coatings and mixed materials that complicate the process,” Reichman said. “Alongside all of this, as we evolve, I hope that we can see a push for education and standardization, helping consumers better understand what can be recycled and how to do it properly.”



Brindis is optimistic about the paper recycling sector’s ability to rise to today’s challenges. This is an industry that has been innovating since the start – and with new EPR regulations, rising brand

demand, and growing investor interest, the stage is set for real solutions.

“But optimism alone won’t get us there. Without smart innovation in collection systems and clear design standards, packaging that claims to be “eco-friendly” risks ending up in landfills or incinerators – and worse, could continue to drive logging in high-carbon, high-biodiversity forests,” Brindis said. “While we’re confident in the sector’s potential, transformation doesn’t happen in a vacuum. It requires deep collaboration with producers, brands, and innovators to bring these solutions to scale. And given the threats facing the world’s ancient and endangered forests, the urgency couldn’t be clearer – we don’t have the luxury of standing still.”

As EPR regulations roll out across various U.S. states and new packaging requirements take hold in the EU, shifts in packaging practices on both sides of the Atlantic are coming – and recyclers will need to keep pace.

Brindis said to meet rising demand for recycled paper and packaging, the sector must broaden its feedstock base. That includes deepening its understanding of alternative fibers, investing in the right collection infrastructure, and advancing technologies that can handle increasingly complex materials – all without relying on harmful chemicals.

“The moment is here for recyclers to help drive a more resilient, circular economy – one that keeps forests standing while expanding the possibilities for sustainable packaging,” Brindis said.

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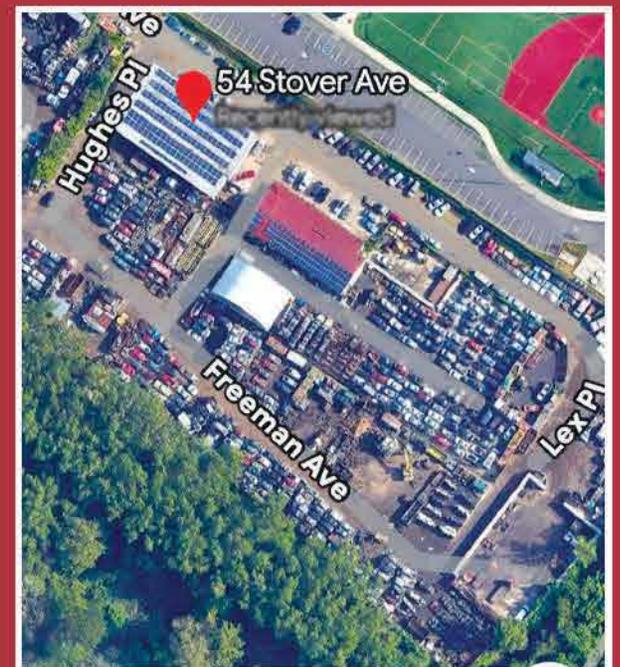
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# TeknTrash Robotics and Sharp Group launch humanoid robot pilot for smarter recycling



ALPHA is trained using real-time motion data collected from recycling operatives via VR headsets and the data is sent in real time to cloud servers.

TeknTrash Robotics, a UK-based company pioneering AI powered robotics and motion intelligence for waste management, has partnered with leading environmental services provider Sharp Group to begin real-world testing of ALPHA – an advanced humanoid robot designed to transform how we sort waste.

Through this, at Sharp Group's state-of-the-art facility in Rainham, East London, they handle and process 2,800 tonnes of waste a week, which includes plastic, paper, glass, metal, general, stone and more – ideal for developing new technology to assist with waste segregation. Frontline workers are now equipped with Meta Quest 3 headsets that record their movements during daily operations. Using an app developed by TeknTrash, Sharp Group workers are capturing detailed motion data – including posture, hand and finger

articulation, and synchronised video – to train next-generation AI robotic models.

This data will then be used in ALPHA (Automated Litter Processing Humanoid Assistant), a new class of humanoid robot capable of taking over waste selection tasks that are repetitive, unsanitary and hazardous.

In fact, the waste and recycling sector is among the most hazardous industries in the UK: in the 2018/19 period, 4.5 percent of workers in this sector suffered from work-related ill health, a figure notably higher than the all-industry average of 3.1 percent. Additionally, the rate of non-fatal workplace injuries stood at 3.4 percent, surpassing the 1.8 percent average across all industries.

Alarming, the sector's fatal injury rate is 17 times higher than the all-industry average, with seven fatal injuries

reported in 2018/19. Also, humans sort waste at an average rate of 30 to 40 picks per minute, but fatigue and decision fatigue lead to errors. Contamination items mixed with recyclables remains a persistent issue, with single-stream recycling (where all recyclables are collected in one bin) resulting in about 25 percent of material being contaminated, rendering it unsellable. In 2022, England dry recycling declined by 7.1 percent (0.4 million tonnes), partly due to quality issues affecting resale value.

Robots, by contrast, achieve higher purity rates, reducing bale rejection rates and boosting profitability. And this is where ALPHA plays a role, by working anywhere waste is being handled: initially picking it up from the conveyor belts in recycling plants, and later carrying garbage cans to the truck, lifting up weights in processing plants, etc. As such, at this stage, ALPHA is being trained to identify waste from conveyor belts at recycling plants, selecting them by material (paper, plastic, etc.) and by brand. Unlike traditional solutions that use stationary robotic arms, ALPHA is built for mobility, dexterity, and perception – trained to mirror human hands and precision.

“Our goal is to build a smarter, more sustainable future where waste isn't just managed—it's understood,” said Al Costa, chief executive officer at TeknTrash. “We plan to deploy the same solution in 1,000 plants all across Europe, all connected to the cloud, in order to build a huge dataset of actions related to recycling so we can deploy in ALPHA. Through partnerships like this, we're turning advanced robotics into real-world sustainability impact.”

## A Smarter, Safer, Scalable Solution

ALPHA is trained using real-time motion data collected from recycling operatives via VR headsets and the data is sent in real time to cloud servers. The data is then processed through IsaacLab and deployed to NVIDIA's GR00T framework for real-time inference. And, by shifting computationally intensive tasks like image recognition and movement planning to a centralized cloud server,

the robot can run on lightweight, energy efficient hardware – extending battery life and improving runtime reliability. Equipped with hyperspectral vision placed at the start of the conveyor belt, ALPHA tracks waste items earlier and more accurately than solutions which use regular RGBD cameras. Finally, unlike suction-based systems, ALPHA's grippers, trained through VR to mirror human hand dexterity, are able to grab more waste and, thus, increase recycling rates.

The humanoid system moves autonomously along rails, coordinates with multiple units, and adapts dynamically to operational conditions. This design solves common problems in traditional waste sorting robotics—lack of flexibility, poor accuracy, and high maintenance—while setting a new standard for industrial humanoid applications.

## Real-World Impact, Right Now

“We're thrilled to be working with TeknTrash on such an innovative and forward-thinking project,” said Chelsea Sharp, director at Sharp Group. “The integration of AI and robotics into waste management has the potential to completely transform the industry. Not only will this technology make recycling faster and safer, but it also opens up incredible possibilities for improving transparency and accountability through detailed waste data. We're proud to be part of something that could truly reshape how the world thinks about waste.”

## Waste Data as a Sustainability Superpower

In addition to automation, ALPHA enables real-time, item-level waste data collection. With accurate insights across the waste stream, recycling operators and policymakers can:

- Comply with Extended Producer Responsibility (EPR) regulations
- Track material flows from cradle to grave
- Conduct detailed carbon accounting
- Support circular economy strategies with evidence-based decisions
- Improve ESG and sustainability reporting

# TOMRA spearheads coalition of stakeholders to demand inclusion of circularity provisions

A broad coalition of circular economy stakeholders, led by waste-sorting technology provider TOMRA, called on the European Commission to integrate provisions that support circularity measures under the draft Clean Industrial State Aid Framework (CISAF). Despite being recognized as one of the four pillars of the Clean Industrial Deal, circularity is notably absent from the CISAF's core provisions.

Bilyana Ignatova, vice president of EU Public Affairs at TOMRA, warns, “The ambition of the Clean Industrial Deal can only be delivered if the accompanying

state aid framework backs all pillars, circularity included, with equal policy attention and financial support.”

The Clean Industrial Deal (CID) recognizes that: “Circularity will be a priority. It is the key to maximizing the EU's limited resources, reducing dependencies and enhancing resilience. It reduces waste, lowers production costs, lowers CO2 emissions and creates a more sustainable industrial model that benefits the environment and enhances economic competitiveness. The ambition of the Clean Industrial Deal is to make the EU the world leader on circular economy by 2030.”

The coalition of resource management leaders believes that this ambition cannot be realized without appropriate financial mechanisms in place to scale up circular infrastructure. As such, it expresses deep concern that circularity projects are not explicitly mentioned in the draft CISAF. By embedding circularity at the heart of its decarbonization strategy, the EU will not only improve the affordability and accessibility of essential materials but also reduce cross-border trade dependencies as materials are reused, remanufactured, recycled and kept within the economy for longer.

Enabling state aid for projects that drive material circularity will make Europe's industrial production more sustainable, accelerate decarbonization and improve resource security. Having clear provisions to support circularity under the Clean Industrial Deal is essential to meet the objective of increasing material circularity by 24 percent by 2030, ensuring that resources remain in circulation as long as possible.

As Europe works towards greater strategic autonomy in a resource-constrained world, it is crucial that all pillars of the CID receive equal policy and financial backing.

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# METALS

## AIST appoints new members to foundation board of trustees

Terry G. Fedor II, executive vice president, operations, Cleveland-Cliffs Inc., West Chester, Ohio and AIST Foundation board of trustees president, welcomed new officers to the AIST Foundation board of trustees.

**The AIST Foundation officers include:**

- Past president: Glenn A. Pushis, senior vice president, special projects, Steel Dynamics Inc., Fort Wayne, Indiana
- President-elect: Mark R. Olson, vice president of mill operations, Pacific Steel Group, San Diego, California
- Treasurer: Mark L. Fedor, president and chief executive officer, Morgan Engineering, Alliance, Ohio
- Executive director and board secretary: Ronald E. Ashburn, executive director, Association for Iron & Steel Technology, Warrendale, Pennsylvania

**New Trustees include:**

- Daniel Keown, vice president, Steel Dynamics Inc., and general manager, Steel Dynamics Inc. – Flat Roll Group Columbus Division, Columbus, Mississippi

- Maxine Stankich, head of human resources and communications, ArcelorMittal North America, Schererville, Indiana

**Trustees include:**

- Andrew S. Bissot, vice president – engineering, manufacturing excellence and reliability, Metallus Inc., Canton, Ohio
- Jennifer J. Durbin, senior vice president, chief human resources and communications officer, CMC, Irving, Texas
- Joseph Dzierzawski, vice president, sales and strategy, Primetals Technologies USA LLC, Canonsburg, Pennsylvania
- Benjamin E. Kowing, vice president, chief technical officer, SSAB Americas, Muscatine, Iowa
- Francesco Memoli, president and chief executive officer, Tenova Inc., Coraopolis, Pennsylvania
- Lee P. Morgan, president, The Systems Group, Little Rock, Arkansas
- Lauren Russell, manager, corporate communications and philanthropy, Nucor Corp., Charlotte, North Carolina

## World crude steel production increases

World crude steel production for the 69 countries reporting to the World Steel Association (worldsteel) was 166.1 million tonnes (Mt) in March 2025, a 2.9 percent increase compared to March 2024.

**Crude steel production by region**

Africa produced 1.9 Mt in March 2025, up 0.6 percent on March 2024. Asia and Oceania produced 123.6 Mt, up 3.9 percent. The EU (27) produced 11.7 Mt, up 0.2 percent. Europe, Other produced 3.6 Mt, down 7.2 percent. The Middle East produced 5.3 Mt, up 1.9 percent. North America produced 9.2 Mt, up 1.4 percent. Russia & other CIS + Ukraine

produced 7.1 Mt, down 3.5 percent. South America produced 3.7 Mt, up 6.5 percent.

**Top 10 steel-producing countries**

China produced 92.8 Mt in March 2025, up 4.6 percent on March 2024. India produced 13.8 Mt, up 7.0 percent. Japan produced 7.2 Mt, up 0.2 percent. The United States produced 6.7 Mt, down 1.5 percent. Russia is estimated to have produced 6.2 Mt, down 3.2 percent. South Korea produced 5.0 Mt, down 5.3 percent. Turkey produced 3.1 Mt, down 2.8 percent. Germany is estimated to have produced 3.1 Mt, down 11.7 percent. Brazil produced 2.9 Mt, up 6.6 percent. Iran produced 3.3 Mt, up 3.7 percent.

Top steel-producing countries				
	Mar 2025 (Mt)	% change Mar 25/24	Jan-Mar 2025 (Mt)	% change Jan-Mar 25/24
China	92.8	4.6	259.3	0.6
India	13.8	7.0	40.1	6.8
Japan	7.2	0.2	20.4	-4.9
United States	6.7	-1.5	19.7	-0.6
Russia	6.2 e	-3.2	17.7	-3.8
South Korea	5.0	-5.3	15.5	-3.6
Turkey	3.1	-2.8	9.3	-3.4
Germany	3.1 e	-11.7	8.5	-12.6
Brazil	2.9	6.6	8.5	2.8
Iran	3.3	3.7	7.3	-12.8

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



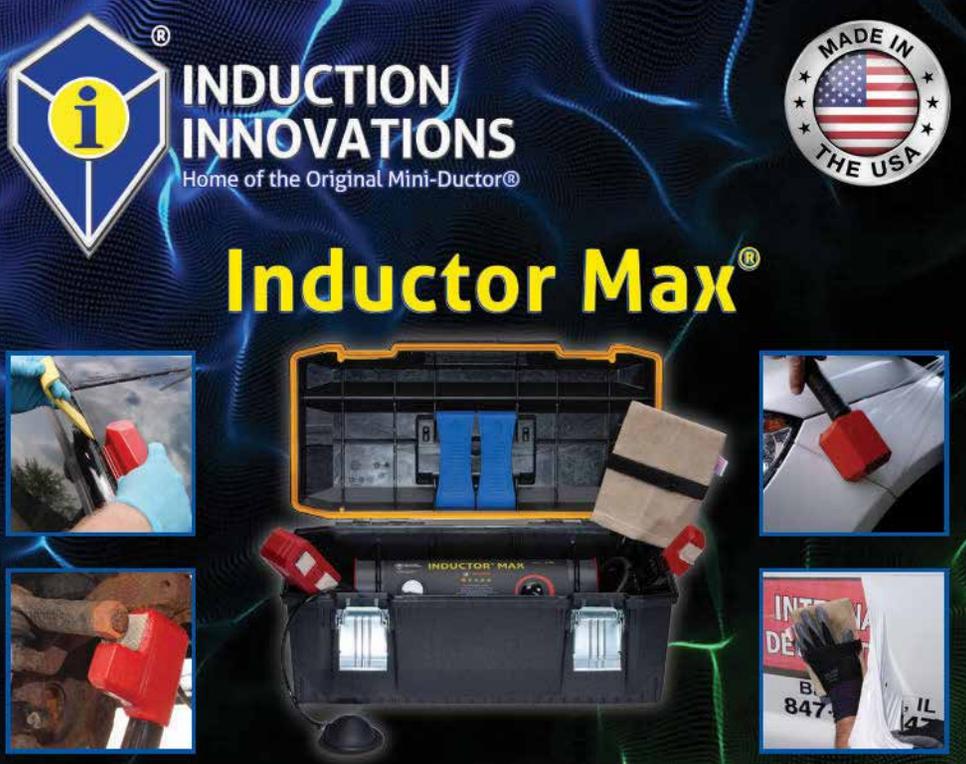
### Scrap Metals MarketWatch

Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
<b>FERROUS</b>						
#1 Bushelings	per gross ton	\$398.00	\$385.00	\$395.00	\$410.00	\$412.00
#1 Bundles	per gross ton	375.00	365.00	375.00	390.00	392.00
Structural	per gross ton	330.00	329.00	320.00	335.00	365.00
#1 & #2 Mixed Steel	per gross ton	299.00	298.00	308.00	305.00	305.00
Crushed Auto Bodies	per gross ton	212.00	210.00	219.00	210.00	215.00
Shredded Auto Scrap	per gross ton	395.00	393.00	379.00	389.00	397.00
<b>NON FERROUS</b>						
#1 Copper Bare Bright	per pound	4.25	4.23	4.12	4.10	4.05
#2 Copper Wire & Tubing	per pound	4.05	4.02	3.91	3.90	3.95
Aluminum Cans	per pound	.80	.79	.77	.78	.79
Al/Cu Radiators	per pound	1.89	1.79	1.45	1.79	1.77
Aluminum Radiators	per pound	.59	.60	.62	.60	.61
Heater Cores	per pound	1.45	1.49	1.45	1.47	1.48
Stainless Steel	per pound	.59	.56	.58	.56	.58

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

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# METALS

## Steel imports up 11.4 percent

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,495,000 net tons (NT) of steel in March 2025, including 1,819,000 NT of finished steel (up 11.4 percent and 11.9 percent, respectively, vs. February 2025). Total and finished steel imports are up 3.6 percent and 1.6 percent, respectively, year-to-date vs. 2024. Over the 12-month period April 2024 to March 2025, total and finished steel imports are up 3.4 percent and 4.1 percent, respectively, vs. the prior 12-month period. Finished steel import market share was an estimated 21 percent in March and is estimated at 22 percent over the first three months of 2025.

Key steel products with a significant import increase in March compared to February are reinforcing bars (up 86 percent), line pipe (up 48 percent), oil country goods (up 41 percent), sheets and strip all other metallic coated (up 40 percent) and cold rolled sheets (23 percent). Products with a significant increase in imports over the 12-month period April 2024 to March 2025 compared to the previous 12-month period include tin plate (up 67 percent), sheets and strip all other metallic coated (up 27 percent), wire rods (up 24 percent), cold rolled sheets (up 19 percent) and sheets and strip hot dipped galvanized (up 19 percent).

In March, the largest suppliers were Canada (495,000 NT, up 3 percent vs. February), Brazil (429,000 NT, down 4 percent), Mexico (389,000 NT, up 40 percent), South Korea (253,000 NT, up 30 percent) and Taiwan (117,000 NT, up 44 percent). Over the 12-month period April 2024 to March 2025, the largest suppliers were Canada (6,420,000 NT, down 6 percent vs. compared to the previous 12-months), Brazil (4,592,000 NT, up 12 percent), Mexico (3,647,000 NT, down 7 percent), South Korea (2,852,000 NT, up 1 percent) and Vietnam (1,280,000 NT, up 87 percent). Below are charts on steel imports by country and estimated finished steel import market share in recent months.

In March, the largest suppliers were Canada (495,000 NT, up 3 percent vs. February), Brazil (429,000 NT, down 4 percent), Mexico (389,000 NT, up 40 percent), South Korea (253,000 NT, up 30 percent) and Taiwan (117,000 NT, up 44 percent). Over the 12-month period April 2024 to March 2025, the largest suppliers were Canada (6,420,000 NT, down 6 percent vs. compared to the previous 12-months), Brazil (4,592,000 NT, up 12 percent), Mexico (3,647,000 NT, down 7 percent), South Korea (2,852,000 NT, up 1 percent) and Vietnam (1,280,000 NT, up 87 percent).

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

COUNTRY	MAR. 2025 PRELIM	APR. 2025 FINAL	% VAR. MAY VS. APR.	YTD 2025 (5 MON.)	YTD 2024 (5 MON.)	% VAR. 2025 VS. 2024	APR. 2024 TO MAR 2025	APR. 2023 TO MAR 2024	% VAR.
Canada	495	481	2.7%	1,625	1,761	-7.8%	6,420	6,855	-6.3%
Brazil	429	445	-3.6%	1,460	1,366	6.9%	4,592	4,103	11.9%
Mexico	389	279	39.5%	1,140	1,010	12.9%	3,647	3,920	-7.0%
South Korea	253	194	30.4%	772	730	5.7%	2,852	2,817	1.2%
Vietnam	70	39	79.9%	168	252	-33.1%	1,280	684	87.3%
Japan	69	114	-24.7%	298	298	0.1%	1,181	1,179	0.1%
Germany	115	89	30.0%	300	196	52.9%	1,178	972	21.2%
Taiwan	117	81	44.3%	283	235	20.5%	1,060	601	76.4%
Netherlands	35	35	-0.6%	125	112	12.1%	627	530	18.4%
China	28	35	-22.0%	122	100	22.4%	530	517	2.6%
Romania	2	46	-96.5%	95	95	0.2%	478	377	27.0%
Turkey	39	48	-17.5%	149	139	7.1%	440	340	29.4%
United Arab Emir.	23	38	-38.3%	98	94	3.7%	407	329	24.0%
Italy	41	13	220.5%	88	71	24.7%	354	383	-7.5%
Spain	38	20	88.5%	101	58	74.6%	332	265	25.2%
All Other	336	282	18.9%	982	1,020	-3.8%	3,762	4,320	-12.9%
Total	2,495	2,240	11.4%	7,806	7,536	3.6%	29,141	28,190	3.4%
memo EU-27	369	312	18.2%	1,133	898	26.1%	4,521	3,912	15.6%

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## PAPER

# Sonoco completes sale

Sonoco Products Company, a core mid-cap growth and value equity which is a leader in high-value sustainable packaging, has completed the sale of its Thermoformed and Flexibles Packaging business (TFP) to TOPPAN Holdings Inc. for a purchase price of approximately \$1.8 billion on a cash-free and debt-free basis and subject to customary adjustments.

“Today marks a milestone in achieving our strategy to transform Sonoco into a simpler, stronger and more sustainable company. We extend our best wishes for

continued success to our approximately 4,500 former TFP teammates and their new Toppan team,” said Howard Coker, president and chief executive officer. “As previously communicated, we are utilizing the approximately \$1.5 billion of after-tax cash proceeds to reduce leverage. Sonoco is moving forward with a focused portfolio and an improved financial position that will enable us to further invest in growing our sustainable metal and fiber consumer and industrial packaging businesses.”

# Washington State advances extended producer responsibility legislation

AMERIPEN, an organization exclusively focused on fair policy for all stakeholders across the packaging value chain, announced its support of paper and packaging extended producer responsibility (EPR) legislation passed by the Washington State Legislature. The association commends Washington State Representative Berry and Senator Lovelett for their leadership and collaborative efforts in advancing this legislation in partnership with a diverse coalition.

“As a state already committed to environmental responsibility and recycling, it is encouraging that Washington is taking these steps to secure a more sustainable future,” said Rob Keith, Membership and Policy director at AMERIPEN. “This legislation supports a recycling program that is reliable, efficient, and effective, enabling producer fees to directly fund initiatives that will increase recycling and promote a more circular economy in the state.”

Washington’s new EPR legislation, known as the Recycling Reform Act, is largely modeled after Minnesota’s thoughtful 2024 Packaging Waste and Cost Reduction Act. Washington’s legislation, the 7th packaging EPR bill passed in the country, represents a fair compromise and establishes a model of shared responsibility. These bills, together with Maryland’s recently passed SB 901, establish best practices for states exploring similar legislation in the future. AMERIPEN supports Washington Governor Bob Ferguson signing this bill into law.

### Key elements of the new law include:

- Producer & Producer Responsibility Organization (PRO) Timelines – By January 1, 2026, each producer of packaging and paper products (PPP) must appoint a producer responsibility organization.
- Key Provisions – By October 1, 2026, Ecology must develop a list of covered materials determined to be recyclable or compostable statewide.
- Performance Goals – The PRO must propose performance targets based on the statewide needs assessment.
- Ecology must establish statewide rate requirements and dates by which those

requirements must be met for recycling, composting, reuse, return, and plastic source reduction.

- Eight percent of a producer responsibility organization’s plastic source reduction performance target may be met by switching from virgin material to post-consumer recycled (PCR) content.

**Funding Formula** – (Shared-Producer Responsibility) – The PRO must provide reimbursements for covered recycling services to service providers that meet performance standards established in a PRO plan.

The service provider reimbursement schedule phases in the share of the costs as covered by the PRO as follows (MN funding formula):

- ≥ 50 percent of net costs by February 15, 2030
- ≥ 75 percent of net costs by February 15, 2031
- ≥ 90 percent of net costs by February 15, 2032
- Reuse Funding – Beginning in 2029, each PRO must annually fund and implement a Reuse Financial Assistance Program (Reuse Program). The PROs must collectively fund the Reuse Program at \$5 million in 2029.

“As a lifelong advocate for responsible waste management, I’m thrilled to see SB 5284 make it to the Governor’s desk,” remarked Senator Liz Lovelett (D-Anacortes), the bill’s sponsor. “This policy symbolizes years of deep policy work and a major step forward to ensure people across Washington – urban and rural – have access to inexpensive, quality recycling services.”

The Washington packaging EPR legislation before Governor Ferguson underscores the need for each state to consider their existing infrastructure and laws when drafting new recycling, composting, and packaging policy. Considered in various forms in the state legislature for years, policymakers and constituents alike can be certain that this commonsense legislation is achievable and represents a collaborative solution between government and the packaging value chain.

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## WASTE

## WastAway wins U.S. patent for green tech process

WastAway, a green tech company that converts municipal solid waste (MSW) to fuel, has won a U.S. patent for its entire waste-to-fuel process, bringing the total number of U.S. and international patents to 26.

The new process patent granted by the U.S. Patent and Trademark Office covers WastAway's entire technology suite that transforms MSW into clean, negative carbon footprint biofuels and other sustainable products that make the world a better place – in about 30 minutes, achieving 85 percent landfill diversion.

“We are excited that our entire WastAway process has now been patented, further cementing our position as a leading innovator in the marketplace,” said Mark Brown, chief executive officer of WastAway. “Our proprietary technologies and processes are world-class, and nobody in the industry does what we do.”

WastAway plants process 400 tons of household trash daily. It begins on the tipping floor, where MSW is prepared for recycling into sustainable fuel. The biomass goes through a series of grinders, shredders, infrared and AI sorters, air knives and other technologies that remove



metals, plastics and glass for recycling.

The remaining MSW is loaded into high-pressure steam technology chambers called Cellulators™ that transform the primarily plant-based material into consistent, sterile, sustainable feedstock called Cellulate. Some is used for soil enrichment additives and composite building materials.

The rest of the Cellulate travels into modern, high-tech anaerobic digestors where microbes further breakdown the feedstock, producing massive amounts of sustainable Renewable Natural Gas (RNG), the purest form of natural gas. The Cellulate is further processed into sustainable engineered fuel (SE3™) that's better than coal. It's clean, safe, delivers high energy and consistent performance. Products include a high-BTU coal replacement and biofuels. These biofuels power a variety of industries, including cement kilns, power plants, steel mills, pulp mills and other solid fuel consumers.

## Veolia expands operations

Veolia, a leader in resource management in the waste, energy and water sectors, has announced a major expansion in Brazil with the acquisition of prominent companies in Alagoas: Alagoas Ambiental and Serquip Tratamentos Resíduos AL. These companies are recognized leaders in solid waste management, treatment, and recovery in the Northeast region.

This acquisition marks a significant step in Veolia's strategic consolidation in Alagoas and in its mission to lead and strengthen decarbonization, depollution and regeneration of resources in the entire country. Alongside Grune by Veolia – Veolia's subsidiary providing clean steam energy from biomass to Braskem's industrial plant in Marechal Deodoro (AL) since 2023 – the company now adds three new EcoParks and two healthcare waste treatment facilities to its operations in the state.

Approved by Brazil's Administrative Council for Economic Defense (CADE), the transaction strengthens Veolia's presence beyond São Paulo and Santa Catarina – where the company already operates seven EcoParks – and is part of its ongoing merger and acquisition strategy in Brazil initiated in 2020. The goal: to scale up operations aligned with the Ecological Transformation purpose,

specifically in regards to municipal and hazardous waste management and recycling, as well as energy recovery. These segments being identified as important growth boosters in the strategic plan of the company, GreenUp.

The newly acquired facilities in Alagoas bring an increase of around 15 percent in the amount of waste managed by Veolia in Brazil, surpassing 5 million tons of waste per year. Also, the transaction reinforces Veolia's operations, offering a comprehensive portfolio of services, including tire valorization, energy generation through biogas, incineration and autoclave treatment of medical waste, recycling of construction waste, and the treatment and final disposal of Class I (hazardous) and Class II A and B (non-hazardous) waste. They also feature leachate treatment through reverse osmosis, a biomass power plant, a blending facility for co-processing, and a wastewater treatment station.

With this expansion, approximately 380 employees will join Veolia's team, bringing its total workforce in Brazil to over 2,900, and will bring several private customers and nearly 80 municipalities from Alagoas, Pernambuco and Sergipe, serving more than 1.7 million northeastern residents, to its customer base.

## VLS Environmental Solutions expands



VLS Environmental Solutions has unveiled plans for an Alternative Engineered Fuel (AEF) waste processing facility in New Braunfels, Texas. This greenfield project advances the company's strategic expansion goals, strengthening its role as a leader in sustainable waste management and increasing its capacity to manage the increasing need for sustainable waste processing solutions from industrial partners.

Strategically situated between Austin and San Antonio, the new facility is set to begin operations by mid-2026. It will support Zero Landfill initiatives for manufacturing by converting hard to recycle industrial byproducts into carefully engineered AEF products, a cleaner, more sustainable fuel source designed to reduce landfill reliance and replace

carbon and natural gas fuels used by cement kilns and gasifiers. The company's Zero Landfill programs have already been responsible for diverting over one million tons of industrial waste annually.

As part of its growth initiative, the company also announced two senior-level hires who will help drive its ambitious capital project and greenfield strategy.

Jim Waisanen has joined as senior vice president of capital projects and brings over 20 years in the Specialty and Hazardous Waste sectors. Monica Johnson has joined as vice president of project management with a background that includes managing more than 300 projects while at Vopak North America. Both hires bring decades of expertise and a shared commitment to sustainable innovation.

## Casella reports increased revenues

Casella Waste Systems, Inc. reported its financial results for the three month period ended March 31, 2025.

Revenues were \$417.1 million for the quarter, up \$76.1 million, or up 22.3 percent, from the same period in 2024, with revenue growth mainly driven by: the rollover impact from acquisitions, including deals closed in prior periods; sustained collection and disposal price growth; and strong National Accounts growth in our Resource Solutions segment.

Operating income was \$3.1 million for the quarter, down \$(3.7) million, or down (54.0) percent, from the same period in 2024, primarily impacted by higher depreciation and amortization expense related to acquisition growth.

Net loss was \$(4.8) million for the quarter, or \$(0.08) per diluted common share, as compared to \$(4.1) million and \$(0.07) per diluted common share, from the same period in 2024, driven by the factors impacting operating income, partially offset by lower interest expense. Adjusted Net Income was \$12.2 million for the quarter, or \$0.19 Adjusted Diluted Earnings Per Common Share, both non-GAAP measures, as compared to Adjusted Net Income of \$8.7 million, and \$0.15 Adjusted Diluted Earnings Per Common Share for the same period in 2024.

Net cash provided by operating activities was \$50.1 million for the quarter, up \$42.4 million from \$7.7 million for the same period in 2024, driven by higher Adjusted EBITDA, lower cash interest payments and a lower outflow from

changes in working capital compared to last year. Adjusted Free Cash Flow was \$29.1 million for the quarter, as compared to \$(2.4) million for the same period in 2024.

### Fiscal Year 2025 Outlook

“The business is operating slightly ahead of our plan thus far in 2025,” Casella said. “While we have started the year well, it is still early, and given heightened economic and policy uncertainty, we believe that a cautious approach to our outlook is prudent.”

The company reaffirmed guidance for the fiscal year ending December 31, 2025 (“fiscal year 2025”) by estimating results in the following ranges:

- Revenues between \$1.775 billion and \$1.805 billion
- Net income between \$10 million and \$25 million
- Adjusted EBITDA between \$410 million and \$425 million
- Net cash provided by operating activities between \$320 million and \$335 million
- Adjusted Free Cash Flow between \$165 million and \$180 million

The guidance ranges include acquisition activity announced to date, including the \$40 million of annualized revenue acquired in the first quarter and previously announced in February, but do not include the impact of any acquisitions that have not been completed. Adjusted EBITDA and Adjusted Free Cash Flow related to fiscal year 2025 are described in the Unaudited Reconciliation of Fiscal Year 2025.

## WASTE

# EREF launches new study on waste management

The Environmental Research & Education Foundation (EREF) has initiated an important new research project, State of Practice: Hospital, Medical & Infectious Waste (HMIW). Supported by the National Waste & Recycling Association (NWRA), this study will provide critical updated insights into the environmental impacts of HMIW management practices under current U.S. regulatory standards.

Decades-old data from the 1970s to 1990s continues to shape discussions on HMIW, despite substantial updates in regulations, such as the EPA's New Source Performance Standards (NSPS) for medical waste incinerators. EREF's research will seek to address this gap, evaluating emissions, waste generation trends, and the differences between on-site and off-site treatment.

Key objectives of this research include:

- Reviewing current scientific literature on HMIW emissions and operations.
- Updating data on HMIW generation, composition, and incineration.
- Assessing the effects of NSPS policy changes on emissions.
- Comparing environmental impacts of on-site vs. off-site treatment.

"Our goal is to deliver a clear, data-driven understanding of how modern HMIW practices impact the environment," said Bryan Staley, EREF president & chief executive officer. "This research is vital to correct potential misconceptions resulting from outdated information and support informed decision-making in the healthcare and waste management industries."

# PA DEP issues temporary extension to Keystone Landfill for operating permit

The Pennsylvania Department of Environmental Protection (DEP) has issued a temporary six month extension of Keystone Sanitary Landfill's (KSL) existing operating permit for its landfill facility in the boroughs of Dunmore and Throop in Lackawanna County.

This is not a renewal of the operating permit. This action will only extend KSL's existing operating permit until October 6, 2025. No other operation or construction change has been approved. KSL's current operating permit expired on April 6, 2025.

The extension will allow sufficient time for DEP to evaluate the KSL renewal application considering a recent Pennsylvania Environmental Hearing Board (EHB) decision issued on April 1, 2025, regarding the appeal of KSL's Phase III Expansion. The department will also consider the effectiveness of KSL's odor control and leachate management measures that were required under a March 29, 2024, Consent Order and Agreement, among other things. KSL

submitted a timely application for renewal, which was accepted for review by the department in April of 2024.

Additionally, DEP recently received a ruling from the EHB regarding the appeal of KSL's 2021 permit to expand the landfill. That ruling identified operational issues that Keystone is required to mitigate, such as odor control and leachate storage, that were also specifically addressed in the March 29, 2024 Consent Order and Agreement.

In January 2024, DEP issued a Notice of Violation to KSL for failing to control odors from the leachate lagoons at its facility in Dunmore and Throop Boroughs. DEP's investigation into residents' complaints revealed that the odors rise to the level of a malodor after being detected by DEP staff at three residences in Throop Borough. A malodor is confirmed if a landfill-associated odor is detected on a complainant's property, with the complainant, by Department staff and is determined to be objectionable to the public.

# Denali expands compost operations

Denali, a large organic recycling company, has acquired Wallace Farm, Inc., a family owned composting, soil and mulch products company operating two large scale facilities in North Carolina. Wallace Farm recycles food waste, green waste and other organics into high-quality compost, mulch and soil products.

The acquisition strengthens Denali's growing organic collection operations in the Southeast by adding organics processing capacity through the two Wallace compost sites. Additionally, the move will support expanded production and distribution of Denali's sustainable soil products, including the ReCirculate® bagged

compost and soil product line.

Wallace Farm began commercial composting on the family's farm 30 years ago. The company has two facilities: a 75 acre operation in Huntersville, near Charlotte, and a 162 acre facility in Advance, near Greensboro/Winston Salem.

With the addition of Wallace Farm's facilities, Denali now operates a network of 26 composting sites across the U.S., leveraging innovative technology to maximize organic waste landfill diversion. The acquisition also reflects Denali's broader strategy of building a robust, integrated system as the market leader in organics recycling.

## BUSINESS BRIEFS

### REDWAVE welcomes new management

■ REDWAVE has appointed Martin Weiss as chief executive officer REDWAVE Solutions US LLC, business development – machines, competence center REDWAVE.

Since joining REDWAVE in 2010, Weiss has held key roles in R&D, product management, and global sales management for the XRF product group. Most recently, he served as managing director/chief operating officer. Known for his collaborative leadership and innovative mindset, Weiss will now oversee global strategy and operations.

Also stepping into a pivotal role is Julian Tauterer, newly appointed chief operating officer. Tauterer began his journey with REDWAVE as an intern in the plant design department and has grown into a respected expert in metal sorting technology. With a strong engineering background, hands-on experience in sales, and a passion for innovation, Tauterer brings a "can-do" attitude and a clear vision for REDWAVE's growth in the U.S. market and beyond.

### AMCS acquires Selected Interventions

■ AMCS has acquired Selected Interventions, global SaaS provider specialized in municipal resource management solutions. This acquisition furthers AMCS's focus on Performance Sustainability by enhancing its ability to optimize operations, improve service delivery, and accelerate the transition to a circular economy for municipalities and resource recovery organizations.

Selected Interventions has successfully established a strong customer base across residential, commercial, industrial, and municipal waste collection services. The company's flagship ECHO™ Service Management Framework has become a trusted solution for clients seeking efficient and reliable waste management. Supporting residential waste services for approximately 19 million residents worldwide, ECHO is widely recognized for its flexible and powerful planning, customer engagement, and mobile workforce management capabilities.

Selected Interventions brings deep expertise in municipal, commercial and residential waste management and recycling through its ECHO framework. This addition reinforces AMCS' solutions for the municipal sector, enabling local governments to operate waste management and recycling programs more efficiently, improving environmental outcomes and enhancing community services.

AMCS also announced the acquisition of Mandalay Technologies, an Australia-headquartered provider of modular cloud-based weighbridge and data management solutions for the waste and resource recovery industry. This acquisition marks a key milestone in AMCS's growth strategy, reaching a combined footprint of over 360 mission-driven team members in the region.

### The Carton Council names new executive director

■ The Carton Council of North America has appointed Jordan Fengel as its new executive director, marking a new chapter in the organization's journey to increase the recycling of food and beverage cartons.

Fengel brings a wealth of industry knowledge and experience to the role, having served as the director of government affairs for the Carton Council and the market sustainability manager for Tetra Pak in the U.S. and Canada. Prior, he was the executive director of the State of Texas Alliance for Recycling (STAR). His deep understanding of recycling, knowledge of the political landscape and stakeholder relationships will be invaluable as he drives the Carton Council to realize its standing mission to expand carton recycling in the U.S. and Canada.

Under Fengel's leadership, the organization aims to accelerate carton recycling efforts amid evolving industry dynamics, with a renewed strategic focus and commitment. Earlier this year, the Carton Council, in partnership with Elov Hansson and the UpCycling Group, announced a new recycling manufacturing facility that will open later in 2025 in Lodi, California. This facility will expand domestic end markets for cartons on the West Coast.

### Hubbard retires as vice president of recycling at Leadpoint

■ Leadpoint announced that Todd Hubbard is retiring after 16 years of dedicated service as vice president of recycling. During his tenure, he played a pivotal role in expanding the company from its original site in Oregon to over 60 locations nationwide.

As Leadpoint continues to grow, the foundation he helped establish will remain a core part of its operations.

### ReMA president Robin Wiener receives inaugural Award

■ The Recycled Materials Association (ReMA) announced that ReMA President Robin Wiener received the inaugural Award for Recycling Leadership 2025 from the Global Recycling Foundation (GRF).

The GRF Award for Recycling Leadership recognizes industry leaders for their contributions and dedication to the importance of recycling globally.

"Robin has been an outstanding leader and advocate for the crucial role recycling plays in every aspect of our lives," said Global Recycling Foundation President Ranjit Baxi.

The Global Recycling Foundation was formed in October 2018 with a mission to fund educational and awareness programs, innovation and initiatives that focus on the sustainable and inclusive development of recycling across the world.

# BUSINESS BRIEFS

## MetalX makes key leadership appointments

■ MetalX, a leader in aluminum recycling and processing, announced a series of strategic leadership appointments to strengthen its executive team and support the company's ongoing growth and vision.

Neal Rifkin, co-founder of MetalX, will maintain his role as president. Rifkin co-founded the company with his late father, Danny Rifkin, whose vision, passion, and commitment to integrity continue to serve as the foundation of MetalX's values and culture.

Stan Gish will transition into the role of chief executive officer. With a strong track record of leadership and strategic insight, Gish will guide MetalX's long-term growth, market development, and industry positioning. Before joining MetalX, Gish spent over 30 years in various technical and operational roles at Logan Aluminum and Tri-Arrows Aluminum.

Doug Forbes has been appointed chief operating officer. In this role, Forbes will oversee day-to-day operations and ensure MetalX maintains operational efficiency, continues growth in production capacity and team alignment across all business units.

## Sgro appointed president of Yanmar Compact Equipment NA

■ Anna Christine Sgro has been appointed president of Yanmar Compact Equipment's North American region. In her new role, Sgro will focus on enhancing organizational integration, improving financial performance and driving customer success through innovative product and service development. Together with her team, she aims to establish Yanmar CE as a leader in the compact equipment industry in North America.

Sgro brings with her a wealth of relevant construction and industrial experience, spanning general and product management, aftermarket support, digital transformation and strategy. In her most recent role, she served as president of Reesink Canada Holdings, where she led strategic growth initiatives in the agriculture, construction and complementary equipment sectors. Her earlier career included senior executive roles at prominent global organizations such as Volvo Financial Services, Volvo Construction Equipment, Strongco Equipment and Ritchie Bros, as well as leading the Global Caterpillar Alliance.

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## Impact of tariffs on automotive recycling

by MAURA KELLER

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

Tariffs are triggering the biggest shakeup in global car manufacturing in decades. As the tariff conversation continues to unfold, missing from a lot of discussions is what the tariffs mean for businesses across the automotive recycling industry. Will tariffs help or hinder auto recyclers looking to improve their bottom line during these tumultuous times?

According to a study by RapidDirect, China dominates the global automotive manufacturing industry, producing over 30.16 million vehicles annually across 124 companies. The country is now facing 125 percent U.S. tariffs that could reshape its export strategy. Japan follows second, producing 337,627 vehicles per company across 23 car companies, with over 7.7 million total vehicle production annually. Japan is also now navigating tariff impacts that could reduce profits by 6 to 59 percent, according to Goldman Sachs.

Paul Delaney, chief visionary officer of Fenix Parts, says the proposed tariffs will be beneficial, specifically for the used parts market.

“A large percentage of the OEM and aftermarket parts with which used parts compete are produced outside of the United States and will become more expensive due to the tariffs,” Delaney said. “Used parts are sourced from vehicles that are already in the United States and will therefore not have to bear the impact of this additional cost. The result is that the value proposition of used parts – OEM quality at a much lower price – is even more compelling than normal.”

With the potential pullback in consumer spending due to tariff uncertainty and the rise in new car prices, Delaney said consumers may keep their cars longer, and therefore, there will be more need for repairs.

“This can create a more positive environment for aftermarket parts produced in the U.S. as the auto industry braces for tariffs,” Delaney said. “Consumers deciding what to do with their cars face a choice between fixing it or purchasing a new vehicle. If they opt for repair, they

can further choose from salvage or new parts domestically and at a lower price point, or aftermarket parts, often sourced from China or Taiwan.”

George Carrillo, co-founder and chief executive officer at Hispanic Construction Council, further pointed out that the 25 percent tariffs on imported vehicles and auto parts, which recently went into effect, are causing significant ripples throughout the auto manufacturing industry.

“For manufacturers, the immediate impact is a sharp increase in production costs. Vehicles imported from countries like Mexico, Canada and Japan now face hefty price hikes, adding anywhere from \$2,500 to \$20,000 to the sticker price depending on the model,” Carrillo said. “Even domestically assembled cars aren’t off the hook, as 40 to 80 percent of their components come from imports. Parts like engines, transmissions, and batteries are essential to the production process, and these tariffs could jack up costs by an additional \$4,000 to \$12,000 per car.”

Carrillo added that auto recyclers are feeling the ripple effects of these tariffs in more indirect but still critical ways. With higher new vehicle prices pushing the average cost above \$50,000, many consumers are opting to hold onto their older vehicles instead of upgrading. This shift sparks a greater demand for affordable replacement parts, giving recyclers an opportunity to fill the gap with salvaged components.

“Higher repair costs are also driving insurance premiums up, and consumers looking to cut expenses are likely to seek out recycled parts over costly new ones. However, there’s a potential downside to this increased demand,” Carrillo says. “The supply of salvageable vehicles could tighten over time as the projected drop in new vehicle sales means fewer cars entering the market. This could create scarcity in the years to come, especially as used vehicles are repaired and kept on the road longer.”

On top of that, recyclers may face rising operational costs due to tariffs on imported aftermarket parts and higher prices for steel and aluminum. For some, this could lead to tighter margins unless these costs are passed on to consumers.



According to a study by RapidDirect, China dominates the global automotive manufacturing industry, producing over 30.16 million vehicles annually across 124 companies.

Despite these challenges, savvy recyclers with strong inventories or a focus on domestic sourcing could see new opportunities as the market shifts.

“The tariffs are shaking up the auto industry as a whole, and recyclers are no exception,” Carrillo said.

Rob Dillan, founder of EV Hype, said the proposed tariffs on imported cars and auto parts will drive up production costs for automakers globally, and in some cases, they depend on foreign-made parts. Such costs would inevitably be passed on to consumers in the form of higher vehicle prices and could even suppress demand for cars.

“Tariffs are also a global supply chain lightning rod – dealing with them can be chaotic, especially for deals like the United States-Mexico-Canada Agreement (USMCA), which includes companies like Toyota, Volkswagen, and BMW. “Manufacturers could face production slowdowns, delays, and potentially job cuts.”

Dillan said U.S. manufacturers such as Ford and General Motors will face higher costs of production because of steel,

aluminum and other parts, and see earnings margins shrink and vehicle prices rise. This may lower consumer demand and slow actual sales. Disruptions in the supply chain could also impact their global competitiveness, especially in the EV sector.

“Consumers, especially those on a budget, may be discouraged by more expensive vehicles as a result of tariffs,” Dillan said. A 5 percent increase in price could cause a 10 percent decrease in demand for new cars. Even those EV buyers who get through despite incentives will see it as a buying delay, even if they still choose to buy.”

Dillan added that auto recyclers are likely to find that prices for materials such as steel, aluminum, and copper will increase, eroding profits. He stressed that the tariffs on imported parts will also put the brakes on the recycling of used auto parts overseas.

“Recyclers are encouraged to diversify their supply chains and play up cost-saving, ‘green’ practices if they want to stay

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## American Honda offers outlook on 2025 U.S. automobile business



Acura RSX

American Honda provided an outlook on its U.S. automobile business for 2025.

“In 2024, the Honda brand gained market share across the board, and Acura gained seven percent in the second half of the year, which speaks to the fact that we have one of the strongest lineups in the industry,” said Lance Woelfer, vice president of sales. “For American Honda, we will continue to capitalize on our flexible strategy of growing hybrid and light trucks sales while building toward the production start of the Acura RSX all-electric SUV, our first original EV that will be made in our Honda EV Hub in Ohio later this year.”

### 2025 Automobile Sales

- American Honda auto sales finished 2024 at 1.4M units in sales, up nearly 9 percent year-over-year as production constraints eased and a steady pipeline of products was delivered to dealers.
- Moving into 2025, the Honda brand is expected to realize sales around 1.35 million units and the Acura brand is targeting sales up to 160,000 units. This is a modest year-over-year sales increase for American Honda of about 5 percent compared to 2024.
- American Honda is entering 2025 with a balanced lineup that includes multiple hybrid models, electrified SUVs and all-new ICE products. This will help the company keep a competitive position going into 2025.
- The CR-V sold 402,791 units in 2024, marking the first time a Honda model reached over 400,000 in sales since 2001. 50 percent of CR-V sales were hybrids, leading the brand to record electrified sales, which also includes the Accord hybrid, Civic hybrid and the all-electric Prologue.

### 2025 Product Cadence

American Honda continues to execute a smart and flexible approach to electrification. In 2025, Honda will begin production of its first original EV in Ohio (using domestic and globally sourced parts) while also introducing an all-new hybrid model and several refreshed or new ICE products.

“We believe that electrification is best for personal mobility long-term but how we get to 100 percent BEV ultimately will be based on customer demand. That’s why we pursued a smart, flexible strategy with our EV Hub in Ohio where we will have the ability to produce ICE, Hybrid and EV on the same line,” said Woelfer.

### Acura

- The Acura RSX all-electric SUV based

on the Acura Performance EV Concept will begin production at the EV Hub in Ohio at the end of 2025 ushering in a new era of electrified performance from the brand. The name RSX marks the return of an Acura nameplate that communicates fun-to-drive performance and a coupe-like silhouette.

- The all-new ADX premium compact SUV will launch this Spring boasting a youthful design, engaging driving experience and a turbocharged engine that will attract a new generation of buyers to the brand.
- The Integra will receive exterior and interior changes to maintain its leadership position in the premium sport compact segment.

### Honda

- The all-new Passport and Passport TrailSport launched as the most rugged and capable Honda SUV ever.
- The CR-V will see changes in 2025, including the addition of a new TrailSport trim, which will add rugged appearance to the best-selling Honda model.
- The HR-V gets styling and technology enhancements to maintain its competitiveness in the compact SUV segment.
- The iconic Prelude will return to the lineup at the end of 2025, featuring a sporty hybrid powertrain and a dynamic coupe design. The introduction of the Prelude expands the Honda hybrid lineup to four models.

### Electrification and Sustainability Updates

- The company debuted two new Honda 0 Series models at CES: the Saloon prototype and Honda C-SUV.
- The production models of both prototypes will be introduced globally in 2026 and built at the EV Hub in Ohio.
- The new ASIMO OS original operating system will be applied to both the Honda 0 Series models and Acura EV models, launching first in the Acura RSX.
- Honda continues to be proactive in supporting charging infrastructure to spur customer adoption of electric vehicles with Honda and Acura EV owners expected to get access to the Tesla Supercharger network starting this Spring with the availability of adaptors to customers.
- Four IONNA Rechargeries are now open for beta testing, with ground-breaking on a fifth in the last month.

## Repairers, automakers present landmark right-to-repair legislation

Organizations representing the country’s independent automotive repair industry, service professionals, collision repair experts and leading automakers presented a legislative proposal to Congressional leaders on automotive right-to-repair.

The Safety as First Emphasis (SAFE) Repair Act guarantees independent repair facilities will continue to have the same ability to perform diagnostic and repair services as franchised auto dealers.

The bill will give consumers confidence their vehicles are safely repaired, in well-equipped shops, by well-trained technicians using the repair information made available by automakers.

The SAFE Repair Act builds on a 2023 agreement by independent repairers and automakers that said: “independent repair facilities shall have access to the same diagnostic and repair information that auto manufacturers make available to authorized dealer networks.”

In a letter to Congress outlining the proposal, the coalition of repairers and automakers wrote:

“While... existing frameworks have created a thriving and competitive repair marketplace, we understand the desire for a federal legislative solution that addresses evolving consumer expectations and technological advancements. That’s why our three organizations have come together to propose a new path

forward – one that builds on existing protections while introducing additional measures to prioritize consumer safety and choice.”

### The SAFE Repair Act includes:

- **Affirmation of vehicle data access:** Ensures consumers and independent repair shops have data needed to repair vehicles.
- **Empowers consumers:** Ensures consumers retain the right to decide where and how their vehicles are repaired.
- **Prioritizes vehicle safety:** Guarantees repairs are performed in accordance with manufacturer-produced repair procedures to restore vehicle safety systems and structural integrity.
- **Offers part choices:** Ensures consumers have a choice between original equipment manufacturer (OEM) parts and non-OEM repair parts.
- **Protects non-OEM choices:** Extends the same recall and safety protections to customers choosing non-OEM parts as currently available for customers choosing OEM parts.
- **Enhances transparency:** Requires disclosure of prior alterations or repairs for used vehicles.
- **Promotes inspection programs:** Supports periodic safety inspection and post-collision inspection programs to safeguard against unsafe or improper repairs.

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SCAN ME

## ARA and URG partner to redefine automotive recycling industry standards

United Recyclers Group (URG) and Automotive Recyclers Association (ARA) entered into a partnership agreement that will redefine industry standards with a new quality assurance program for professional automotive recyclers. The agreement was signed at the recent United Recyclers Group Annual Conference and represents collaborative discussions that have taken place over the past year about what a unified quality assurance program might look like.

“This agreement represents a new path forward in industry collaboration and excellence,” said ARA executive director, Vince Edivan. “Using the work that both organizations have done in this area, we look forward to continuing to work together to develop and promote this new program. By combining the strengths of both organizations, we’re laying the groundwork for a unified quality assurance program that will benefit recyclers, repairers and consumers alike.”

“With a shared commitment to excellence and building upon the framework we have established through discussion over the past year, URG and ARA will work side by side to drive positive change within our industry,” said Kristi Werner, chief executive officer at URG. “This joint effort marks the beginning of a new era in automotive recycling. We’re proud to be working with ARA to create a program that reflects the real value and professionalism of modern recyclers.”



The journey towards this milestone has been marked by unwavering dedication from representatives of both organizations. Building on the work of ARA’s CAR Certification and Gold Seal program and URG’s ISO 900, the new quality assurance program will reflect a collective dedication to advancing industry best practices and standardization and to gain recognition across insurance, collision, and mechanical sectors, the program reflects a shared commitment to raising the profile of certified professional recyclers and reflects a collective dedication to advancing industry best practices and standardization.

URG and ARA will continue working together over the coming months to finalize the certification framework, pilot the program with select yards, and launch the first phase of implementation.

## Alliance for Automotive Innovation reports new U.S. electric vehicle data

The Alliance for Automotive Innovation released its exclusive state-by-state analysis of the U.S. electric vehicle (EV) market for Q4 2024.

The “Get Connected Electric Vehicle Report Q4 2024” summarizes EV sales and purchasing trends across all 50 states. The report features a breakdown of light-duty market share by powertrain (2016-2024), a geographic distribution analysis of registered EVs, charging infrastructure data and EV policies in states.

### EV sales up sequentially and year-over-year

- EVs represent 10.9 percent of new light-duty vehicle sales in Q4 2024, up from 10.6 percent in Q3 2024 and 10.2 percent in Q4 2023;
- EVs represent 10.2 percent of new light-duty vehicle sales in 2024, up from 9.5 percent in 2023 and 7.0 percent in 2022;
- 144 EV cars, utility vehicles, pickup trucks and van models now available for sale in the U.S. in Q4 2024. Light truck sales represent 81 percent of EV market, up from 80 percent in Q3 2024;

### Four states with EV registrations above 20 percent in Q4 2024. Colorado leads California for first time:

Colorado (26.4 percent); California (26.2 percent); Washington (21.3 percent) and DC (20.3 percent).

Thirteen additional states with EV registrations above 10 percent in Q4 2024: Nevada (16.6 percent); Oregon (15.4 percent); New Jersey (15.3 percent); Massachusetts (14.2 percent); Connecticut (12.4 percent);

Maryland (12.3 percent); Vermont (12.2 percent); Delaware (11.5 percent); New York (11.5 percent); Virginia (10.8 percent); Florida (10.3 Percent); Hawaii (10.3 percent); Utah (10.2 percent).

### 433,843 EVs registered in the U.S. in Q4 2024 – a 15 percent increase over Q4 2023:

- Year-over-year, total light-duty sales (all powertrains) increased 8 percent;
  - Hybrid electric vehicle market share grew 3.7 percent;
  - Internal combustion engine (ICE) vehicle market share contracted 4.3 percent.
- ### Public EV charging still lags
- In Q4 2024, the number of publicly available EV chargers increased 5 percent from Q3 2024 – while total EVs on the road increased 7 percent;
  - Nationwide, 433,843 EVs were registered in Q4 2024 but only 9,701 new public chargers were added – a ratio of 45 new EVs for every new public port;
  - There are 5.8 million EVs on the road (2 percent of vehicles in operation – a new high) and a total of 194,824 publicly available charging outlets in the U.S. – a ratio of 30 EVs for every public port;
  - More than 1 million more public chargers (921,981 L2 and 132,252 DC Fast) are required to meet the National Renewable Energy Laboratory’s necessary infrastructure estimate for 2030;
  - 481 chargers will need to be installed every day – nearly 3 chargers every 10 minutes – through the end of 2030.

## Mack Trucks seeks certification for new engines

Mack Trucks announced that it is seeking certification of two new variants of the Mack® MP®13 engine that it expects will meet the California Air Resources Board (CARB) 2024 Omnibus requirements for low nitrogen oxide (NOx) and particulate matter (PM) emissions standards. Mack made the announcement during the Advanced Clean Transportation (ACT) Expo.

The regulation requires a 75 percent reduction in NOx and 50 percent reduction in PM compared with existing U.S. Environmental Protection Agency (EPA) standards for engines in Class 8 highway trucks for engine model years 2024 through 2026. Once certified, the new MP13 CARB 2024 Omnibus-compliant engines, rated 425 horsepower and 1,750 lb.-ft. of torque or 455 horsepower and 1,850 lb.-ft. of torque, will be available in the recently launched Mack Pioneer™, Mack’s newest Class 8 on-highway vehicle.

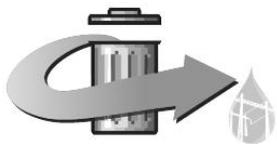
“Mack will have a 13-liter engine that will be CARB 2024 Omnibus-compliant once certified, allowing Mack customers in California to have a fuel-efficient and

more sustainable diesel engine to meet all of their highway application needs,” said Jonathan Randall, president of Mack Trucks North America. “At the same time that Mack is working to ensure its diesel customers have a durable, reliable highway truck, we also continue to invest and investigate other sustainable solutions, such as battery electric and hydrogen fuel cell power.”

A new 10kW heater was integrated into the EATS, as well as an additional battery box to support it. Both Mack MP13 engine variants feature the following engine-mounted components:

- A 48-volt alternator, required to support the heated exhaust aftertreatment system (EATS) and new battery components
- Specialized engine tuning software to support low NOx requirements

Once certified, the two variants of the Mack MP13 CARB 24-compliant engine will be available to order on Mack Pioneer models as soon as they’ve been certified. Mack expects that the certification process will be completed by the end of 2025.



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# EQUIPMENT SPOTLIGHT

## Crushers/Loggers

by MARY M. THORNTON  
maryt@americanrecycler.com

The most common recycled consumer items in the world are scrap automobiles and the global auto scrap market is estimated to be \$93.1 billion in 2024 and is projected to reach \$254.0 billion by 2033.

There are many products available to help those who process vehicles, including car loggers and crushers. Three manufacturers of these machines 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' 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 explained how the baler system allows the remote control to communicate with the engine via a CAN network. The 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 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," said Kitchens.

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

Todd Evans, OVB sales manager, stated, "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 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 added that the machine's high speed oil bypass system cuts processing cycle time in half via a 25 second cycle 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



Iron Ax/Recycling Equipment Sales, Inc.

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," Besch concluded. Electric models of 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 VanVleet, 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 easily process them."

VanVleet also mentioned the simple but unique design of the machine, with easily accessible components, which aids trouble-free operation and servicing. "Fewer

See Crushers/Loggers, Page B5



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# Crushers/Loggers

Continued from Page B4

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," commented VanVleet.



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# SkyCharger wins \$10 million award

SkyCharger, a developer of charging infrastructure for electric vehicles, has been awarded a \$10 million grant from the California Energy Commission (CEC) to design, construct and operate two publicly accessible electric truck stops along I-5 in Southern California.

The grant, awarded under CEC's Critical Paths 2.0 solicitation, will help fund deployment of 32 high capacity fast charging stations in Kettleman City, and Lebec, California, capable of charging 64 heavy-duty trucks at a time, at rates of at least 200 kilowatts (kW). The stations together will be supported by 5.1 megawatts (MW) of solar and 8 megawatt-hours (MWh) of battery energy storage to maximize sustainability and resiliency. SkyCharger's Critical Paths 2.0 proposal was the highest ranked among applicants proposing electric charging infrastructure, winning 1/3 of the \$30 million awarded under the program.

"We are grateful to the California Energy Commission and the State of California for their unwavering support for transportation electrification, including heavy-duty trucks," said Andy Karetsky, president of SkyCharger. "Electric trucks mean cleaner air, less noise, lower operating costs, and abundant benefits for workers and communities wherever trucks travel and charge. The future is still electric."

Supporting new truck fleets with reliable and high-speed charging infrastructure will enable acceleration of electric vehicle adoption. The Kettleman City and Lebec sites experience significant daily truck traffic, with over 14,000 trucks (including over 11,000 heavy-duty trucks) per day passing the Kettleman City site and over 23,000 trucks (including over 17,700

heavy-duty trucks) passing the Lebec site. These are some of the highest truck traffic volumes along the I-5 corridor, making them ideal for delivering maximum benefit to the trucking industry.

SkyCharger's Critical Paths 2.0 award builds on its selection by the Port of San Diego (POSD) to construct a 70-port electric truck charging hub (eHub) on Port property, which will be paired with a 1.75 MW solar array, 5 MWh battery energy storage system, convenience store, and a robust community benefits program. The CEC awarded SkyCharger a \$10 million "Innovative Charging Solutions" grant in August, 2024 to support the POSD eHub. SkyCharger's POSD project includes a pioneering "Trucking as a Service" offering to help independent owner-operators and small fleets make an affordable transition to cleaner vehicles with a clear path to ownership. SkyCharger's electric truck charging hubs in Kettleman City and Lebec will enable electric Port-serving trucks to top off batteries while making deliveries north of the LA Area.

SkyCharger will construct the new electric truck stops in partnership with the San Joaquin Valley Air Pollution Control District, and Burns & McDonnell, an Engineering, Procurement, and Construction (EPC) firm. The Kettleman City and Lebec locations are in disadvantaged and low-income communities 104 miles apart, which will each benefit from the project, including job opportunities and cleaner air. SkyCharger's project is expected to reduce emissions by more than a million metric tons of carbon dioxide over project lifetime and eliminate all tailpipe emissions of diesel vehicles replaced by electric trucks, including ozone and particulate matter (PM 2.5) pollution.

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# Automotive recycling

■ Continued from Page B1



in business,” Dillan said. “If used-car parts become more sought after as vehicle prices increase, recyclers will face higher input costs. Material recovery and sustainability innovations will be among the important factors of growth going forward. Recyclers will need to maintain cost competitiveness.”

“Even while there may be a short-term increase in demand for old components, fewer salvageable cars will eventually reach the recycling stream if new car sales decline today,” said Gil Dodson, owner of Corridor Recycling. High demand parts, including cutting-edge powertrains, infotainment systems, and contemporary safety systems, are available in newer vehicles.

Dodson says the natural “feeder system” for recyclers may become smaller if manufacturers sell fewer new models due to tariff-driven price rises.

“This might eventually lead to an inventory of aging parts, making it more difficult for recyclers to satisfy consumer demand. Anticipating these changes

requires forward thinking recyclers to diversify their sourcing tactics and be ready for lower salvage inflows,” Dodson commented.

There will also be increased pressure on auto recycling innovation. Dodson said that in addition to cars and auto parts, tariffs also impact the specialized machinery that recyclers rely on, such as sophisticated vehicle breakdown machines, heavy-duty balers and shredders. Recycling companies would find it difficult to modernize or sustain operations effectively if tariffs increase the cost of importing this equipment or its parts.

“Many recyclers may be forced to innovate internally by adapting older machinery, implementing more manual procedures, or looking for local technological collaborations as a result of rising prices,” Dodson said. “To stay competitive and economical in a shifting trade climate, recyclers may also be pressured to use automated dismantling technology, internet markets and smarter inventory tracking.”

## Ford reports reduced revenue

Ford Motor Company announced its first quarter 2025 financial results.

“We are strengthening our underlying business with significantly better quality and our third straight quarter of year-over-year cost improvement, excluding the impact of tariffs,” said Ford president and chief executive officer Jim Farley. “Ford Pro, our largest competitive advantage, is off to a strong start to the year, gaining market share in the most profitable U.S. and European customer segments.”

The company posted first quarter revenue of \$40.7 billion, a 5 percent decrease from the same period a year ago, as a result of a reduction in wholesales stemming from a planned shutdown in certain plants related to new product launches and inventory rebalancing measures. Net income was \$471 million; adjusted earnings before interest and taxes was \$1.0 billion.

Cash flow from operations in the first quarter was \$3.7 billion, and adjusted free cash flow was a use of \$1.5 billion. At the end of the quarter, Ford had \$27 billion in cash and \$45 billion in liquidity.

Additionally, in April, Ford successfully renewed its \$18 billion corporate credit facilities for another year.

### Full-Year 2025 Outlook

Ford’s underlying business is strong – tracking within the previous adjusted EBIT guidance range of \$7 billion to \$8.5 billion, excluding new tariff-related impacts.

Based on what the company knows now, and its expectation of how certain details and changes will be resolved related to tariffs, the company estimates a net adverse adjusted EBIT impact of about \$1.5 billion for full-year 2025. Given material near-term risks, especially the potential for industrywide supply chain disruption impacting production, the potential for future or increased tariffs in the U.S., changes in the implementation of tariffs including tariff offsets, retaliatory tariffs and other restrictions by other governments and the potential related market impacts, and finally policy uncertainties associated with tax and emissions policy, the company is suspending guidance.

## UK’s first electric vehicle battery circular supply chain completed

The RECOVAS consortium – a pioneering collaboration led by global leader in sustainable materials, EMR – has successfully completed its four year mission to build up the knowledge, technology and skills needed to develop the UK’s first circular economy for end-of-life electric vehicle (EV) batteries.

Bringing together leading car manufacturers, recyclers, academics and industry innovators, RECOVAS has delivered a blueprint for how the UK can sustainably manage the growing volume of EV batteries reaching end of life.

The project’s final event took place at EMR’s new state-of-the-art battery recycling facility in Birmingham. This marked the end of a successful project funded by the Advanced Propulsion Centre (APC) that launched in November 2020.

From inception, RECOVAS set out to tackle the complex challenge of creating a circular economy for EV batteries – maximizing their lifecycle through reuse, remanufacturing and recycling.

Following more than four years of innovation, collaboration and hard work not only has a functioning circular supply chain now established but a number of other objectives have been met – each of which will contribute to the circularity of the EV battery market at different stages.

### Key achievements include:

- EMR – the UK’s biggest recycler of end-of-life vehicles (ELVs) - Made a multimillion-pound investment into a cutting-edge EV battery recycling facility in Birmingham, capable of processing 2,000 tonnes of end-of-life EV batteries per year, creating 14 full-time jobs.
- Car makers BMW, Jaguar Land Rover and Bentley Motors have developed guidance for the whole automotive supply chain to ensure the next generation of EVs are designed with re-use, remanufacturing, and recycling in

mind.

- Autocraft Drivetrain Solutions has developed a mobile triaging unit, a remanufacturing unit and a battery testing process which can efficiently and safely assess and repair end-of-life EV batteries.
- Connected Energy established a strong business case for utility scale energy storage repurposing second-life electric vehicle batteries.
- WMG at The University of Warwick researched the recovery of lithium and other sought-after metals from black mass, a powder created by the shredding of EV batteries’ power cells during the recycling process, as well as developing expertise in cell level rapid triaging.
- UK Battery Industrialization Centre (UKBIC) developed Life Cycle Analysis and economic assessments.
- Health & Safety Executive (HSE) Science researched the risks posed by the hazardous materials released while shredding EV batteries, in addition to offering support to all project partners on current battery handling operations.

Though the project has officially concluded, the partnerships and culture of collaboration RECOVAS fostered is set to continue – particularly as the supply chain for virgin rare earth metals appears increasingly uncertain.

Alexander Thompson, innovation project manager at EMR, said: “EMR is extremely proud to have led the RECOVAS consortium – a project which has propelled UK EV battery recycling from concept into reality in just four years.

“By focusing on a range of challenges and opportunities associated with this technology, companies in the recycling, automotive and energy sectors have highlighted the huge progress that can be made when we work together.”

## Hendrickson and Voith partner to drive electric innovation in the commercial vehicle industry

Hendrickson Truck Commercial Vehicle Systems and Voith US Inc. announced a strategic partnership aimed at leveraging their respective areas of expertise to develop new product technologies for the commercial vehicle industry.

Combining Hendrickson’s 110 years of history in creating innovative ride solutions and Voith’s 155 years of industrial ingenuity and extensive electric-drive system experience, this partnership is set to drive significant advancements in the

rapidly growing electric and zero emission vehicle space.

Matt Joy, chief executive officer of Hendrickson, commented, “This partnership represents a major step forward in our commitment to innovation and sustainability within the commercial vehicle industry. By combining our strengths, we aim to deliver groundbreaking technologies that will shape the future of transportation.”

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# Sustainability Partners awarded contract to accelerate fleet electrification in New Mexico

Sustainability Partners (SP), a public benefit company dedicated to advancing sustainable infrastructure, has been awarded a contract from the State of New Mexico for the electrification of over 5,000 fleet vehicles and supporting infrastructure. Through Electric Vehicles as a Service™ (EVaaS), SP provides a comprehensive, turnkey electrification solution to support New Mexico's zero-emission vehicle adoption and renewable energy goals.

“As a New Mexican, I am proud to advance our state's electrification efforts, which are essential for protecting and preserving our environment,” said Ryan Mast, SP New Mexico's lead infrastructure partner. “Our service model is built to last a lifetime, and together, we can create a healthier and more resilient future for New Mexico and generations to come.”

EVaaS™ can include any combination

of funding, deployment, maintenance, charging station installation, load management, and ongoing support. SP partners with best-in-class vendors to ensure flexibility, transparency, and access to the latest technology - without locking customers into proprietary hardware or software. Notably, the contract also allows New Mexico's public schools and municipalities to procure EVaaS™, expanding the impact of this initiative beyond state agencies.

Under this contract, SP and its vendor partners will conduct a full assessment of New Mexico's vehicle fleet and develop a strategic implementation plan. Additionally, SP will deploy and maintain a robust charging network, offering real-time monitoring and long-term sustainability. SP's EVaaS model is unique in that it ensures ongoing maintenance and system upgrades without requiring agencies to own or operate proprietary systems.

# Fenix Parts acquires Assured Auto Parts

Fenix Parent LLC, operating as Fenix Parts, a leading recycler and reseller of original equipment manufacturer automotive parts, announced the acquisition of Assured Auto Parts, an automotive recycling parts company in San Antonio, Texas. This move is a key step in Fenix Parts' efforts to grow its presence in Texas

and better serve its customers.

Assured's reputation and roots in San Antonio creates an expansion opportunity for Fenix Parts. With Assured on board, Fenix Parts is enhancing its offerings and aiming to solidify its position as an automotive recycling industry leader.

# ARA requests tariff exemption for ROE parts

The Automotive Recyclers Association (ARA), together with the Automotive Recyclers of Canada (ARC), submitted a joint letter to President Donald J. Trump respectfully requesting that ROE – Recycled Original Equipment® automotive parts harvested from end-of-life motor vehicles be exempted from the recently imposed tariffs under Section 232 of the Trade Expansion Act of 1962.

Many U.S. and Canadian vehicle owners rely on the ability to repair their vehicles with affordable used automobile parts coming from professional automotive recycling facilities – this is especially true when considering the bi-directional trade between the U.S. and Canada.

The letter requested that used automobile parts be exempted from the recently imposed tariffs by the Presidential Proclamation, Adjusting Imports of Automobiles and Automobile Parts Into the United States (90 Fed. Reg. 14,705 (Apr. 3, 2025), for the following reasons:

- It is impracticable for automotive recyclers to identify specific used automobile parts harvested from vehicles that qualify for preferential treatment under the USMCA.
- It is impracticable to adequately value the used automobile parts subject to tariffs due to the subjective nature of used automobile parts and their unique conditions and mileage.
- Without an exemption to tariffs, the import of used automobile parts containing critical minerals will decrease, which will cause a reduction in the reclamation of critical minerals within the U.S. to support new manufacturing.

“We believe it is incredibly important for us to work with our Canadian members,” said ARA executive director, Vince Edivan. “We value those relationships and remain committed to working together to provide vehicle owners with access to affordable recycled original equipment repair parts.”

# Honda and Acura EV owners gain access to Tesla Supercharger Network with approved adapters



Honda Prologue and Acura ZDX owners now have access to more than 20,000 selected Tesla Superchargers across the U.S. with the availability of the first Honda-approved NACS-CCS DC fast-charging adapter. Approved adapters will better ensure a safe and reliable charging experience for Honda and Acura customers. The adapter was tested for safety performance and compatibility with the Prologue and ZDX for use at any NACS DC fast-charging point and is the only DC fast charging adapter approved by Honda.

“Adding Tesla Supercharger network access to the charging networks already available to our EV customers means industry-leading fast-charging access for Honda and Acura EV drivers,” said Ryan Harty, assistant vice president of Sustainability & Business Development at American Honda Motor Co., Inc. “By

the end of this decade, we'll provide Honda and Acura EV drivers with the most convenient and easy charging at more than 100,000 charge points nationwide, helping people choose to purchase an EV for the many benefits of driving one.”

Customers can purchase the new Honda-approved NACS-CCS DC fast-charging adapter from authorized Honda and Acura dealerships. Honda Prologue and Acura ZDX owners will be notified regarding cost via the Honda-Link® and Acura EV apps when adapters are available to purchase. At that time, they will also be able to use the apps to locate authorized Supercharger locations. To better ensure a safe and reliable charging experience, Tesla requires and, accordingly, Honda strongly recommends the use of approved adapters when charging at Tesla Supercharger stations.

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According to Aluminum Association preliminary estimates, aluminum demand in North America (U.S. and Canada) declined 4.4 percent through the first three quarters of 2023. As of the first half of the year, demand had decreased by 4.5 percent.

**Proposed new legislation aims to restrict plastic foam foodware**  
The Farewell to Foam Act has been introduced by Senator Chris Van Hollen and Congressman Lloyd Doggett and if passed, would restrict the sale and use of foam foodware, foam packing peanuts, and single-use foam coolers beginning in 2026.

**The Government of Canada is seeking feedback on developing a federal plastics registry**  
The Government of Canada is taking action to reduce plastic pollution in the environment and move it toward a circular economy to address the entire lifecycle of plastics.

**BFGoodrich inflation system wins new product**  
BFGoodrich ActivAir is a Popular Science 2023 "Best of What's New" award winner in the automotive category. ActivAir allows off-roaders to adjust tire pressure to fit the terrain without leaving their vehicles.

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This is the third consecutive year the rate has dropped for the industry, while the national rate has increased over the same period.

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**January 2024 Scrap Metals MarketWatch**  
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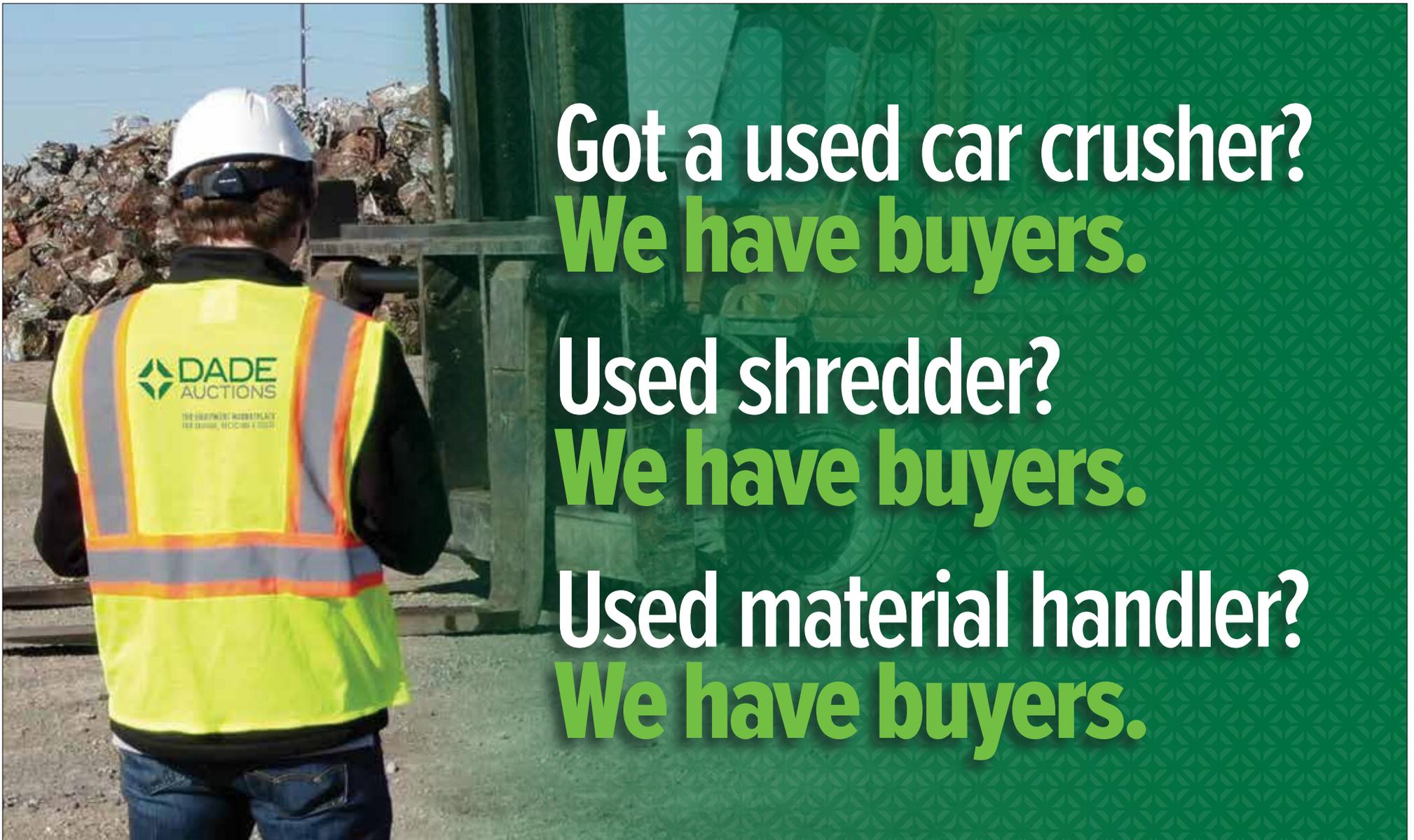
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