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NewsVoice of Salvage, Waste and Recycling

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Distance hinders C&D recycling

by MAURA KELLER

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Construction and demolition (C&D) recycling has made meaningful progress in recent years, driven by sustainability mandates, evolving building practices and growing demand for reclaimed materials. Yet for many contractors and recyclers, one persistent barrier continues to undermine those gains: distance. When a jobsite is located far from established recycling infrastructure, the economics, logistics, and even feasibility of recycling can quickly unravel.

From rural construction sites to sprawling suburban developments, industry professionals agree that proximity to processing facilities often determines whether materials are diverted from landfills or discarded. Todd Thomas, chief executive officer of Woodchuck, a climate impact startup revolutionizing sustainable waste management and green energy production put it simply, “Proximity is always a limiting factor. Transporting construction materials over any significant distance is cost prohibitive.” That reality continues to shape decisions in the field, where even well-intentioned sustainability efforts must compete with tight budgets and operational constraints.

The Economics of Distance

For contractors on the ground, the most immediate challenge is cost. Transportation expenses can quickly outweigh the financial and environmental benefits of recycling, particularly for heavy or low-value materials.

Daniel Cabrera, owner and founder of Roof Direct in San Antonio, said he sees this dynamic play out daily in the roofing sector. “Tear-off roofing material is the largest source of C&D waste in America, and distance to the nearest asphalt shingle recycling facility determines whether the material will be recycled or landfilled,” he said.

The numbers reinforce his point. According to the U.S. Environmental Protection Agency, approximately 15 million tons of asphalt shingle waste are generated annually in the United States, yet less than 5 percent is recycled. Cabrera attributed much of that gap to hauling costs. “Haulers will pay up to two to three times as much to take shingles to a recycling facility when compared to landfill disposal,” he said. “Most roofing contractors don’t have the room in their budget to cover those expenses.”

Thomas echoed that economic tension, emphasizing that distance alone can derail otherwise viable recycling efforts. When materials must travel too far, he said, “the economics just don’t work,” forcing crews to default to landfill disposal as the most practical option.

Anna Perks, owner and founder of Perks Deconstruction in Colorado, said access and cost are the barriers. “In more



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remote areas, access to end markets for key material streams can be limited,” she said. “If a processing facility is far away, we include that cost in our bid. If the added cost isn’t something the client is willing to take on, then we’re often not awarded the project.”

The implication is clear: even when contractors want to recycle, the financial model often doesn’t support it. As Cabrera noted, recycling rates will struggle to improve “until hauling to recycling facilities becomes cheaper than hauling to landfills.”

Why the Traditional Model Falls Short

Compounding the challenge of distance is an industry model that, in many cases, works against efficient recycling. For decades, sorting has typically occurred after materials are collected – offsite, in mixed loads, and often under less-than-ideal conditions.

Thomas said that approach is fundamentally flawed. “Trying to sort materials after they have already been commingled doesn’t work,” he said. “It is excessively labor intensive and does not provide any significant yield in recoverable materials.”

Indeed, typical material recovery facilities (MRFs) often recover less than 10 percent of incoming mixed waste. “Atrocious,” Thomas said bluntly. “Ninety percent of the material is ending up in landfills.”

That inefficiency is not just a technical issue – it is a structural one. By the time materials reach a facility, contamination has already compromised their value. Clean wood, cardboard and plastics become difficult, if not impossible, to recover at scale.

“The answer is to pre-sort, divert, recover, recycle,” Thomas said. “Proper presorting and material recovering can divert over 70 percent of the total material from a job site.”

Moving Sorting to the Source

If distance makes recycling harder, better sorting makes it easier – and more viable. Increasingly, the industry is recognizing that the most effective place to separate materials is not at the facility, but at the point where waste is generated.

Thomas emphasized that success starts even before materials hit a bin. “Not just on-site sorting, but pre-sorting,” he said. “Break materials down and presort into dedicated receptacles – wood, cardboard, plastic, metal.”

Just as important is proximity within the jobsite itself. “Receiving containers should be as close to where the work is happening as is practical,” Thomas said. “Any significant distance and compliance will suffer. Workers will not want to repeatedly trek across the job site to put material in the correct container.”

Simple operational details can make a significant difference. Clearly labeled containers – ideally with signage in multiple languages and visual cues – help ensure materials are deposited correctly. “The easier you make it for workers to separate and correctly deposit the materials, the better compliance you will receive,” Thomas said.

Cabrera has seen similar results in roofing projects. “On every job, we provide two containers – one for material only and another for debris,” he said. “That move is the key difference between recyclable material and a contamination rejection.”

Planning as a Critical First Step

While on-site practices matter, experts agree that the foundation for successful recycling is laid well before construction or demolition begins.

“Early-stage planning is critical,” Thomas said. “On-site material recovery receptacles need to be as close to the work as possible.”

See C&D RECYCLING, Page A4

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Resource Recycling Systems expands employee ownership with nine new shareholders

Resource Recycling Systems (RRS), a leader in circular economy and sustainable materials management consulting for over 40 years, has added nine new employee-shareholders. As RRS continues to grow in response to increasing demand for data-driven sustainability solutions, these individuals bring diverse expertise that strengthens the firm's services, internal systems and long-term impact.

With this expansion, RRS continues to build on its commitment to broad-based employee ownership, reinforcing a culture of shared success and accountability. The new shareholders have been recognized for their contributions to client work, operational excellence and the continued evolution of RRS's service offerings.

"Expanding our shareholder group is one of the most meaningful ways we invest in the future of RRS," said RRS co-chief executive officer Catherine Goodall. "Each of these individuals has played a critical role advancing our work and supporting our clients. Welcoming them as owners recognizes their contributions and strengthens our ability to grow thoughtfully while staying grounded in our mission."

This cohort of shareholders represents a range of disciplines across the organization, including zero waste program development, circular economy strategy, GIS and data analysis, public policy, stakeholder engagement, analytics and modeling, nonprofit leadership and marketing. Together, they bring more than 100 years of combined experience supporting communities, businesses and governments in advancing sustainable materials management solutions.

The newest group of RRS shareholders includes:

- Yahang Zhang – A consultant at RRS specializing in circular economy strategy and stakeholder engagement. By applying a systems-thinking approach, Yahang bridges the gap between complex data and actionable implementation to drive scalable solutions for the industry.
- Winley Durham – Consultant specializing in GIS and data analysis, offering a spatial and systems perspective that helps identify opportunities and strengthen infrastructure planning.

- Sara Nichols – Senior consultant with nonprofit leadership experience, bringing a people-centered perspective that strengthens stakeholder engagement and advances practical, community-driven solutions.
 - Morgan Johnson – Consultant specializing in analytics and modeling, bringing a data-driven perspective that strengthens decision-making and supports the development of resilient, high performing systems.
 - Matthew Naud – Senior consultant with over three decades of experience in public-sector sustainability and policy, offering a long-range, systems perspective that helps shape low carbon, equitable, resilient, and future-focused strategies.
 - Kristen Wieland – Senior consultant with 23 years of success, translating ambitious sustainability goals into practical programs, bringing a grounded, community-focused perspective that supports long-term, scalable impact.
 - Joel Schoening – Senior consultant guiding policy, communications, and stakeholder strategy, bringing a systems-level perspective that helps RRS navigate complexity and drive aligned, cross-sector solutions.
 - Helen Lee – Senior consultant with more than 15 years leading zero waste programs and system planning, bringing a strategic, implementation-focused perspective that strengthens RRS's ability to deliver large-scale impact.
 - Amanda Moore – Marketing manager shaping RRS's brand and market presence, connecting complex work to clear impact and helping position the company for continued growth and influence.
- Employee ownership remains central to RRS's strategy and values, aligning the company's success with the contributions of its team. Through its employee stock ownership structure, RRS fosters a culture of accountability, collaboration and long-term thinking, ensuring that every project benefits from a shared commitment to client success and environmental impact.

ReMA study highlights recycling as a \$184 billion driver of environmental progress

The Recycled Materials Association (ReMA) has released a new Economic Impact Study, underscoring the essential role recycled materials play in powering American manufacturing, strengthening supply chains and advancing environmental sustainability.

The study, conducted independently by John Dunham & Associates, measures the industry's full footprint across the U.S. economy – from direct operations at recycling businesses to the supplier industries they depend on and the communities where their workers live and spend. The report finds:

Recycling businesses directly employ approximately 175,000 Americans in good-paying jobs averaging more than \$100,000 in wages and benefits.

When supplier industries and community spending are included, the industry supports more than 603,000 U.S. jobs in total.

The industry generates \$184 billion in total annual economic activity across the U.S. economy.

The industry contributes \$21 billion in federal, state, and local tax revenue – helping fund schools, roads, and communities in every state.

Far from being a niche environmental activity, recycling is a core industrial input. ReMA's more than 1,700 member companies provide high-quality recycled materials manufacturers rely on to produce everything from infrastructure and vehicles to consumer goods and advanced energy technologies.

Recycled materials are foundational across key U.S. manufacturing sectors:

Nearly 70 percent of U.S. steel is produced in electric arc furnaces, which run primarily on recycled steel.

More than 75 percent of U.S. paper mills use recycled paper to make new products like cardboard boxes, office paper, and tissue.

More than 80 percent of U.S. aluminum production comes from recycled sources, including the cans, car parts, and building materials Americans use every day.

More than 90 percent of the structural steel in American bridges, hospitals, and high-rise buildings is made from recycled steel.

The environmental benefits are equally significant. Compared to producing from natural resources, manufacturing with recycled materials can reduce energy consumption by up to 90 percent and greenhouse gas emissions by up to 96 percent, helping manufacturers lower costs while shrinking their environmental footprint.

The industry continues to grow through innovation, with companies investing in advanced sorting technologies and artificial intelligence to recover more material, improve quality, and meet rising demand from manufacturers. The structural shifts defining the next decade – electrification, data center growth, grid modernization and reshoring – all run through recycled materials, positioning the industry at the center of America's next era of manufacturing.



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C&D recycling

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Zink echoed that sentiment, noting that waste management planning should be integrated into the earliest phases of a project. “Early conversations with the contractor are crucial,” she said. “The project goals should be developed with the owner, and bringing the general contractor into those conversations early helps set expectations.”

Perks added that planning reduces inefficiencies across the board. “The more times our team has to touch and move material, the more labor and time it takes,” she said. “It’s important to have a clear plan for where materials are going before starting the project.”

In rural or less constrained environments, that planning can actually create an advantage. “Maintaining multiple bins on site for different material streams can be impossible in a dense city, but completely realistic in a rural setting,” Zink said.

Even with better sorting and planning, distance remains a fundamental challenge – particularly for projects located far from recycling centers. To address that gap, many operators are turning to mobile equipment and decentralized processing strategies.

Thomas described mobile consolidation equipment as “a total game changer.” By reducing the volume of materials before transport, contractors can significantly improve hauling efficiency. “Chipping wood, bailing cardboard and plastic allows you to dramatically increase the tonnage that can be moved in a single truck,” he said. “It will significantly increase the radius that is economically feasible.”

That shift can turn recycling from a cost burden into a financial opportunity. “This can be the difference in diversion, material recovery and recycling becoming a financial incentive,” Thomas said.

Perks noted that while mobile solutions hold promise, they are not always easy to deploy. “In theory, mobile units could help address some of the access challenges,” she said. “In practice, it can still be difficult to deploy those solutions in more remote areas.”

Still, when conditions allow, on-site processing – whether through wood



chipping, aggregate crushing or material consolidation – can reduce reliance on long-haul transport and keep materials closer to their point of origin.

Avoiding Common Pitfalls

Even with the right strategies in place, certain missteps can undermine recycling efforts. One of the most common, according to Thomas, is attempting to sort materials too late. “Trying to sort materials after they have already been commingled doesn’t work,” he said.

Perks pointed to another frequent issue: unnecessary material handling. “If something gets placed in a temporary location instead of directly into a designated area, it adds time and labor,” she said.

A lack of understanding of downstream requirements can also create inefficiencies. “Different recyclers have different specifications,” Perks said. “Knowing those ahead of time helps avoid unnecessary sorting or rework.”

As the industry looks ahead, technology is emerging as a powerful tool for improving recycling outcomes – particularly in challenging environments.

Thomas pointed to artificial intelligence as a potential game changer. “AI is the most powerful tool to hit the world, maybe ever,” he said. “AI image recognition is the perfect tool for material identification and pre-sorting.”

By integrating image capture systems into collection points, operators can monitor material streams in real time, flag contamination, and provide immediate feedback to crews. “Utilizing dedicated, easily identified

collection containers leveraging real-time image recognition systems can drive compliance and successful material recovery rates of over 95 percent,” Thomas said.

That level of visibility not only improves operational efficiency but also provides valuable data – something that is becoming increasingly important as project owners demand measurable sustainability outcomes.

Rethinking Waste as a Resource

As construction activity accelerates – driven by data centers, infrastructure projects and new manufacturing facilities – waste volumes are increasing. What is changing is how the industry views that material.

“There is a growing understanding that waste has inherent value when handled correctly,” Thomas said.

Perks sees that shift as well, particularly in the growth of reuse networks and local markets. “More nonprofits, resale outlets, and community-based reuse networks would have a significant impact,” she said.

Zink pointed to regional reuse hubs as another promising development. These facilities can process materials locally and redistribute them within the community, reducing transportation needs while creating economic value.

Longer term, the industry is beginning to rethink building design itself. “Designing buildings for disassembly will be key,” Perks said. “If structures are built with future reuse in mind, it becomes much easier and more cost-effective to recover materials.”

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TDEC awards grants for vehicle projects under VW Environmental Mitigation Trust



The Tennessee Department of Environment and Conservation (TDEC) announced that 22 entities will receive \$18.9 million in total grant funding to replace eligible medium and heavy duty vehicles with alternate fuel (e.g., propane, natural gas, hybrid) or all-electric vehicles (EVs).

The 22 projects will involve the replacement of a total of 81 vehicles with 35 all electric, 33 propane, 8 hybrid and

5 compressed natural gas vehicles and will also support the installation of associated charging infrastructure for vehicles replaced with EVs.

The competitive Medium and Heavy Duty Vehicle Grant Program comprises the State’s fifth solicitation for projects under the Volkswagen Diesel Settlement Environmental Mitigation Trust (VW Settlement EMT). The purpose of the EMT is to execute environmental mitigation projects that reduce emissions of nitrogen oxides.

“Grants from the Volkswagen Settlement will result in improved air quality in Tennessee,” said TDEC commissioner

David Salyers. “Replacing older trucks and buses with alternative fuel options will reduce air pollutants, and we look forward to the results of these grants.”

Of the selected vehicle replacement projects, 10 projects will take place in former nonattainment areas for ozone and/or fine particulates (PM2.5) under National Ambient Air Quality Standards. Five projects will take place in counties recognized as economically distressed by the Appalachian Regional Commission for fiscal year 2026.

TDEC is the lead agency for administering the state’s VW Settlement EMT allocation.

Paint recycling program launched in Maryland



Maryland's newest recycling program, which enables households and businesses to recycle leftover paint, stain and varnish sustainably, has been launched.

The program is operated by PaintCare, a nonprofit organization created by paint companies through the American Coatings Association (ACA) to manage leftover paint in states that have enacted paint stewardship laws. PaintCare's program, which officially started operations in Maryland on April 1, 2026, will feature a robust network of convenient, close-to-home paint drop-off locations, including paint and hardware retail stores and local government facilities.

From early on, the paint stewardship legislation was supported by a broad coalition of municipal and environmental organizations, including MDE, the Product Stewardship Institute, the Sierra Club Maryland Chapter, as well as others.

"The launch of PaintCare in Maryland marks a milestone in advancing responsible paint management," said Amanda Nicholson, chief of operations, Product Stewardship Institute. "As the newest PaintCare program in the nation, Maryland benefits from a well-established system built on a proven model that improves recycling access for residents and supports local governments in

managing leftover paint more efficiently."

PaintCare sites accept both latex and oil-based architectural paint products, including interior and exterior paints, primers, stains, sealers and varnishes. Paint must be dropped off in its original container with its original manufacturer's label. All sites accept products from any manufacturer. All sites accept up to five gallons of paint from each customer; some sites may accept more.

Businesses, organizations and households with 100 gallons of paint or more to recycle may request a free pickup at their location. Some restrictions apply.

There is no cost to households and businesses when dropping off leftover paint for recycling. A small fee – called the PaintCare fee – is placed on the sale of new paint and funds all aspects of the program including paint collection, transportation, processing and public education. The PaintCare fee in Maryland varies by container size: \$0.00 for half pint or smaller; \$0.50 for larger than half pint up to smaller than one gallon; \$1.15 for one gallon up to two gallons; \$2.25 for larger than two gallons up to five gallons.

The new Maryland PaintCare program is expected to collect approximately 350,000 gallons of paint in its first year.

Michigan's recycling rate at record high

The recycling rate in the State of Michigan is at a record high for the fifth consecutive year, according to a new analysis of data that the Michigan Department of Environment, Great Lakes, and Energy (EGLE). The EGLE research shows Michigan has steadily increased its recycling rate from 14.25 percent before 2019 to over 25 percent in FY2025, and is now 26 percent for FY2026. EGLE forecasts that Michigan is on track to achieve the state's goal of a 30 percent recycling rate by 2029.

From fiscal year (FY) 2024 to 2025, Michiganders increased their recycling to a total tonnage of 800,940 tons. Michiganders recycled more than 60,000 tons of glass, 577,000 tons of paper and paper products, and 41,000 tons of plastics and plastic products.

This equates to every person in Michigan recycling nearly 158 pounds of

cardboard boxes, milk cartons, soup cans, plastic bottles, glass bottles and jars, food waste and other recyclable materials over a 12-month span, EGLE researchers found.

The combined total of recyclables is the equivalent of the weight of 10 Mackinac Bridges and would fill the football stadiums of the Detroit Lions, University of Michigan and Michigan State University, plus filling the 125-acre Detroit Zoo.

Recycling in Michigan supports 72,500 jobs and contributes more than \$17 billion a year to the state's economy, according to an analysis by EGLE's NextCycle Michigan Initiative.

EGLE and national nonprofit The Recycling Partnership have together rolled out more than 353,000 new curbside recycling carts in 35 communities statewide, serving more than a combined 1.2 million Michiganders since 2019.

Republic Services reports first quarter 2026 results

Republic Services, Inc. reported net income of \$525 million, or \$1.70 per diluted share, for the three months ended March 31, 2026, versus \$495 million, or \$1.58 per diluted share, for the comparable 2025 period. Excluding certain expenses and other items, on an adjusted basis, net income for the three months ended March 31, 2026, was \$526 million, or \$1.70 per diluted share, versus \$496 million, or \$1.58 per diluted share, for the comparable 2025 period.



"We are off to a strong start and remain well positioned to achieve our full-year objectives," said Jon Vander Ark, president and chief executive officer. "Disciplined pricing and effective cost management drove solid earnings growth and 50 basis points of adjusted EBITDA margin expansion in the first quarter. We remain focused on executing our strategy and investing for growth to deliver long-term value for our customers and shareholders."

First-Quarter 2026 Highlights:

Total revenue growth of 2.6 percent includes 2.8 percent organic growth from the recycling and waste business, 1.3 percent organic decline from their environmental solutions business, and 1.1 percent growth from acquisitions.

Core price on total revenue increased revenue by 5.7 percent. Core price on related business revenue increased revenue

by 6.8 percent, which consisted of 8.4 percent in the open market and 4.4 percent in the restricted portion of the business.

Revenue growth from average yield on total revenue was 3.4 percent, and volume decreased revenue by 0.8 percent. Revenue growth from average yield on related business revenue was 4.1 percent, and volume decreased related business revenue by 1.0 percent.

Net income was \$525 million, or a margin of 12.8 percent.

EPS and Adjusted EPS, a non-GAAP measure, were both \$1.70 per share, an increase of 7.6 percent over the prior year.

Adjusted EBITDA, a non-GAAP measure, was \$1.32 billion, and adjusted EBITDA margin, a non-GAAP measure, was 32.1 percent of revenue, an increase of 50 basis points over the prior year.

Cash invested in acquisitions was \$433 million.

Cash returned to shareholders was \$507 million, which included \$314 million of share repurchases and \$193 million of dividends paid.

The company's average recycled commodity price per ton sold at its recycling centers during the first quarter was \$120. This represents a decrease of \$35 per ton over the prior year.

Company Declared Quarterly Dividend

On May 5, 2026, the board of directors of Republic Services, Inc. declared a regular quarterly dividend of \$0.625 per share for shareholders of record on July 2, 2026. The dividend will be paid on July 15, 2026.

TOMRA Recycling opens Americas Test & Training Center

TOMRA Recycling, a leader in sensor-based sorting solutions, marked a new era of customer support for recyclers in the Americas with the opening of its new Test & Training Center in Charlotte, North Carolina.

"Today, we celebrate much more than expanded material testing capabilities and efficiency for customers and partners operating in the Americas," said Michelle Landon, senior vice president and head of Americas for TOMRA Recycling. "This investment in testing, training and warehouse space at our Americas headquarters is a commitment to a deeper level of support. From pre-sale consultation and machinery sales and installation to after-sales support and on-going technical training, TOMRA Recycling partners with our customers throughout the equipment's lifecycle."

TOMRA Recycling's new dedicated test center is equipped with the company's latest sorting technologies to give customers a nearby facility to test waste and plastics materials. The installation includes the latest generation AUTOSORT™ equipped with TOMRA's deep learning AI technology, GAINnext™.

From municipal solid waste and paper to plastics and packaging, AUTOSORT™ combines a variety of leading-edge features in one machine with a

flexible sensor configuration for a sorting system that meets the challenges of a dynamic market landscape. GAINnext leverages AI-based visual classification to identify hard-to-classify objects to maximize recycle recovery and purity levels.

For advanced testing of plastic flake materials, the installation includes TOMRA's AUTOSORT™ FLAKE and INNOSORT™ FLAKE technologies. Delivering simultaneous detection of polymers and colors, the flexible INNOSORT FLAKE features advanced near-infrared (NIR) spectrometer and dual-sided imaging with high-resolution cameras to sort high-purity recyclable flakes, even from contaminated mixed streams. AUTOSORT FLAKE offers a powerful combination of NIR spectrometer, full color camera and metal sensor to deliver exceptional sorting performance, making it ideal for sorting high-purity end products.

Providing end-to-end material tracking, the Waste Analyzer from PolyPerception included in the circuit harnesses the power of deep learning AI. Color cameras capture real-time images of material flow at strategic points in the line to analyze key performance metrics, such as throughput, waste composition and yield loss.

GLASS

Cullet LLC forms Cullet Ohio to expand Midwest glass recycling

Cullet LLC, a company building circular glass systems and infrastructure, has formed Cullet Ohio, a new regional operating entity created to acquire the assets of Repeat Glass LLC, a Northeast Ohio glass recycling company.

Cullet LLC will hold a majority ownership stake in Cullet Ohio. Repeat Glass founder Jamie Arnold will roll significant equity into the new entity and join Cullet as vice president, business development, based in the Cleveland-Akron metropolitan area.

The transaction establishes Cullet's first operating platform and advances its strategy to build regional glass reuse and recycling systems across the United States.

Gregory Leibert, founder and chief executive officer of Cullet LLC, will continue to lead the company's strategic vision, capital formation, expansion, and educational initiatives.

Glass is one of the most recyclable materials in the world, yet in the United States less than one-third of glass is recycled. Much of it enters single-stream systems, where breakage and contamination prevent it from returning to new container production.

Cullet's model addresses this structural gap through source separation at home and work, partnering with restaurants, bars, wineries, breweries, distilleries, music venues, and event spaces to ensure glass is separated on site.

Cullet Ohio will focus on local processing and long-term value retention by:

- Expanding source-separated glass collection across Northeast Ohio
- Strengthening community, hospitality, municipal and producer partnerships
- Producing manufacturing-grade cullet suitable for container-to-container recycling
- Establishing the foundation for modern reuse systems

By keeping glass clean and local, Cullet aims to strengthen regional supply chains, reduce long-haul transport of heavy glass and cullet, and retain economic value within the communities it serves.

"Source separation and regional infrastructure are the foundations for rebuilding America's glass economy into a circular system," said Leibert, "We're not simply collecting glass; we're redesigning how it moves through communities, so it retains its highest value. Cullet Ohio represents the first step in building durable, scalable platforms that reconnect local collection to manufacturing, and soon reuse."

Jamie Arnold brings more than a decade of entrepreneurial experience building glass recycling businesses. Prior to Repeat Glass, Arnold spent seven years as founder and operator of Glass-Bandit in Kansas City (now operating as Crush Glass KC), expanding the business throughout the region before exiting to relocate his family.

Arnold has developed partnerships with communities, educators, hospitality groups, municipalities, glass processors, manufacturers and sustainability leaders.

METALS



MarketWatch



Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
FERROUS						
#1 Bushelings	per gross ton	\$411.00	\$409.00	\$409.00	\$409.00	\$410.00
#1 Bundles	per gross ton	391.00	389.00	389.00	389.00	390.00
Structural	per gross ton	365.00	362.00	362.00	364.00	367.00
#1 & #2 Mixed Steel	per gross ton	289.00	286.00	289.00	287.00	290.00
Crushed Auto Bodies	per gross ton	208.00	211.00	210.00	210.00	220.00
Shredded Auto Scrap	per gross ton	412.00	409.00	412.00	410.00	414.00
NON FERROUS						
#1 Copper Bare Bright	per pound	6.15	5.61	5.60	5.50	5.75
#2 Copper Wire & Tubing	per pound	5.95	5.41	5.40	5.30	5.55
Aluminum Cans	per pound	.98	.96	1.00	.99	1.01
Al/Cu Radiators	per pound	2.89	2.80	2.81	2.82	2.89
Aluminum Radiators	per pound	.51	.49	.42	.39	.41
Heater Cores	per pound	1.48	1.35	1.32	1.35	1.50
Stainless Steel	per pound	.68	.66	.69	.68	.69

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HEIGHT	13'3"

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SPECIFICATIONS

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HEIGHT	9'1"

OVERALL:	
LENGTH	42'
WEIGHT	61,000 LBS.
HEIGHT	13'3"

HYDRAULICS:	
PRESSURE	2,400 PSI
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METALS

Crude steel production decreases 4.2 percent

World crude steel production for the 69 countries reporting to the World Steel Association (worldsteel) was 159.9 million tonnes (Mt) in March 2026, a 4.2 percent decrease compared to March 2025.

Crude steel production by region

Africa produced 2.2 Mt in March 2026, up 11.6 percent on March 2025. Asia and Oceania produced 119.3 Mt, down 3.9 percent. The EU (27) produced 11.4 Mt, down 4.6 percent. Europe, Other produced 3.8 Mt, up 4.9 percent. The Middle East produced 3.5 Mt, down 33.5 percent. North America produced 9.5 Mt, up 3.5 percent. Russia & other CIS + Ukraine produced 6.6 Mt, down

7.9 percent. South America produced 3.6 Mt, down 0.5 percent.

Top 10 steel-producing countries

China produced 87.0 Mt in March 2026, down 6.3 percent on March 2025. India produced 15.3 Mt, up 9.4 percent. The United States produced 7.2 Mt, up 5.2 percent. Japan produced 6.9 Mt, down 4.1 percent. Russia is estimated to have produced 5.4 Mt, down 11.4 percent. South Korea produced 5.4 Mt, up 1.5 percent. Turkey produced 3.3 Mt, up 6.4 percent. Germany produced 3.3 Mt, up 7.5 percent. Brazil produced 2.8 Mt, down 2.5 percent. Vietnam is estimated to have produced 2.2 Mt, up 5.7 percent.

Top steel-producing countries

	Mar 2026 (Mt)	% change Mar 26/25	Jan-Mar 2026 (Mt)	% change Jan-Mar 26/25
China	87.0	-6.3	247.6	-4.6
India	15.3	9.4	44.7	10.8
United States	7.2	5.2	21.0	5.7
Japan	6.9	-4.1	20.1	-1.7
South Korea	5.4	1.5	15.8	1.8
Russia (e)	5.4	-11.4	15.8	-10.7
Turkey	3.3	6.4	9.7	5.3
Germany	3.3	7.5	9.3	9.0
Brazil	2.8	-2.5	8.1	-3.1
Vietnam (e)	2.2	5.7	6.4	10.0

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

Novelis reaches operating system milestone at ten facilities

Novelis

Novelis Inc., a sustainable aluminum solutions provider and leader in aluminum rolling and recycling, announced that 10 of its manufacturing plants have achieved the first of four levels of certification in the Novelis Operating System (NOS) as of the end of fiscal year 2026.

“Having world-class operations is fundamental to our business and is essential to our ability to exceed our customers’ expectations,” said Emilio Braghi, chief operating officer, Novelis Inc. “Reaching the first level of NOS certification reflects our commitment to safe and consistent execution, operational reliability, and continuous improvement and innovation.”

Based on the principles of leading manufacturing operating systems, the

company customized NOS specifically for the manufacturing requirements of aluminum rolling and recycling plants. While Novelis has long had a continuous improvement focus, NOS standardizes the approach across its global manufacturing footprint.

The following Novelis plants earned first-level NOS certification in Novelis’ recently concluded 2026 fiscal year:

- Berea, Kentucky, United States
- Changzhou, China
- Göttingen, Germany
- Nachterstedt Recycling, Germany
- Nachterstedt Rolling, Germany
- Ohle, Germany
- Pindamonhangaba, Brazil
- Santo Andre, Brazil
- Sierre, Switzerland
- Yeongju, South Korea

Novelis plans to certify all of its 29 manufacturing facilities in NOS and advance them through the four progressive levels of NOS certification.

CMI offers opinion on aluminum and steel tariff impact



Can Manufacturers Institute (CMI) president Scott Breen issued the following statement in response to President Donald Trump’s proclamation maintaining a competitive advantage to imported canned goods:

“The Trump Administration’s recent aluminum and steel tariff actions keep costs high to make metal cans in America and low to import canned goods from foreign competitors, like China.

In our derivative inclusion requests, we asked President Trump to level the playing field for America’s farmers and can manufacturers, who have been forced under the high Section 232 metal tariffs to unfairly compete against foreign-filled canned foods and beverages not subject to the same tariffs. Instead, these tariff rate adjustments keep the status quo, solidifying a win for foreign canned goods – the opposite of an America First trade agenda.

President Trump’s proclamation opens the floodgates to more foreign filled cans on grocery store shelves at a time when 98 percent of Trump voters say America must grow and produce its own food rather than relying on imports.

Keeping foreign canned goods at lower tariffs undermines President Trump’s promises to make groceries affordable again, support American manufacturing, and prioritize American farmers. The Trump Administration must provide immediate, targeted tariff relief for U.S. can manufacturers and food producers, which will support those key sectors and lower the cost of critical U.S. canned goods. We remain committed to working with the Administration to enact trade policies that, first and foremost, benefit American can manufacturers, farmers, and working families.”

American Fruit & Vegetable Coalition Coordinator Denise Bode issued the following statement in response to

President Donald Trump’s proclamation maintaining a competitive advantage to imported canned foods: “American jobs and food production are at stake. Already, more than a dozen American fruit and vegetable canners have been driven out of business by cheap foreign imports. America has become a net food importer, and the lack of action to stop these imports is making this trade imbalance even worse.

Today, an overwhelming share of the produce served to our children in our schools is foreign – 94 percent of fruit and 53 percent of vegetables. At the same time, more and more canned fruits and vegetables in our grocery stores are sourced from abroad, displacing American-grown products and undermining domestic producers.”

The Brewers Association president & chief executive officer Bart Watson issued the following statement in response to President Donald Trump’s proclamation maintaining a competitive advantage to imported canned beer – “American small brewers are a quintessential part of the domestic manufacturing economy, proudly using U.S.-made agricultural materials and aluminum cans. We agree with the administration that the government has a responsibility to support manufacturers making American products with American inputs, but unfortunately this updated tariff schedule takes us in the opposite direction.

By continuing to tariff key packaging components such as sheet aluminum, the administration’s policy taxes domestic production while now allowing importers to bring in finished beer in lower or tariff-free cans. We believe the solution is to lower costs for American producers, and ultimately consumers, by creating a lower tariff bridge while more American capacity for domestic aluminum comes online.”

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METALS

Steel imports up 5.4 percent

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 1,769,000 net tons (NT) of steel in March 2026, including 1,306,000 NT of finished steel (up 5.4 percent and 10.2 percent, respectively, vs. February 2026). Total and finished steel imports are down 34.7 percent and 35.0 percent, respectively, year-to-date vs. 2025. Over the 12 month period April 2025 to March 2026, total and finished steel imports are down 22.7 percent and 26.3 percent, respectively, vs. the prior 12 month period. Finished steel import market share was an estimated 16 percent in March and is estimated at 15 percent over the first three months of 2026.

Key steel products with a significant import increase in March compared

to February are plates in coils (up 165 percent), cut lengths plates (up 143 percent), hot rolled sheets (up 70 percent), heavy structural shapes (up 48 percent) and wire drawn (up 40 percent).

In March, the largest suppliers were South Korea (292,000 NT, down 4 percent vs. February), Brazil (291,000 NT, up 18 percent), Canada (285,000 NT, up 27 percent), Vietnam (177,000 NT, up 160 percent) and Mexico (141,000 NT, down 20 percent). Over the 12-month period April 2025 to March 2026, the largest suppliers were Canada (3,628,000 NT, down 44 percent vs. compared to the previous 12-months), Brazil (3,381,000 NT, down 26 percent), South Korea (2,771,000 NT, down 3 percent), Mexico (2,235,000 NT, down 39 percent) and Japan (1,034,000 NT, down 13 percent).

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

U.S. Imports of Steel Mill Products by Country of Origin (thousands of net tons)									
COUNTRY	MAR. 2026 PRELIM	FEB. 2026 FINAL	% VAR. MAR. VS. FEB.	YTD 2026 (3 MON.)	YTD 2025 (3 MON.)	% VAR. 2026 VS. 2025	APR. 2025 TO MAR. 2026	APR. 2024 TO MAR. 2025	% VAR.
Canada	285	225	26.8%	728	1,625	-55.2%	3,628	6,420	-43.5%
Brazil	291	247	18.2%	715	1,460	-51.0%	3,381	4,592	-26.4%
South Korea	292	305	4.4%	882	773	14.2%	2,771	2,852	-2.8%
Mexico	141	175	-19.7%	551	1,139	-51.7%	2,235	3,647	-38.7%
Japan	77	142	-45.7%	260	301	-13.6%	1,034	1,184	-12.7%
Vietnam	177	68	159.5%	314	168	86.5%	1,014	1,280	-20.8%
Taiwan	82	35	136.4%	190	283	-32.9%	1,000	1,060	-5.6%
Germany	38	54	-29.9%	142	300	-52.8%	970	1,178	-17.7%
India	63	35	81.8%	147	107	36.9%	592	313	89.4%
Turkey	58	57	1.2%	186	148	25.5%	585	440	33.0%
Netherlands	18	28	-33.8%	68	125	-45.9%	469	627	-25.3%
United Arab Emir.	49	33	48.7%	104	98	6.2%	431	407	5.7%
Romania	3	45	-94.4%	90	95	-5.1%	402	478	-16.0%
China	25	23	8.5%	75	122	-38.5%	395	530	-25.5%
Argentina	0	30	-100.0%	61	0	N/A	288	60	381.2%
All Other	170	179	-4.8%	585	1,067	-45.1%	3,333	4,079	-18.3%
Total	1,769	1,679	5.4%	5,098	7,812	-34.7%	22,527	29,147	-22.7%
memo EU-27	161	214	-24.9%	627	1,135	-44.7%	3,371	4,524	-25.5%

Novelis extends partnership with Infinitum to advance aluminum can recycling

Novelis Inc., a sustainable aluminum solutions provider leader in aluminum rolling and recycling, and Infinitum, a foundation in depositing and recycling beverage cans and non-refillable plastic bottles in Norway, have renewed their successful partnership through a new long term agreement. This milestone reinforces their shared commitment to recycle all aluminum beverage cans used in Norway.

Each year, tons of aluminum are sent from Infinitum's facilities in Norway to Novelis' recycling plant in Latchford, UK, where the material is processed into new beverage cans. This direct loop illustrates a functioning circular economy.

"This partnership demonstrates how

circular systems can work at scale," says Alexandre Gellert, vice president of metal procurement for Novelis in Europe. "By securing a stream of post-consumer aluminum, we increase recycled content and reduce CO2e emissions."

The renewed agreement provides long term stability and creates opportunities to further improve logistics and reduce environmental impact.

The partnership supports Novelis' 3x30 vision, which targets increasing average recycled content to 75 percent, reducing emissions intensity to below 3 tonnes CO2e per tonne of flat-rolled product shipped, and leading circularity through first-mover investments by 2030.

PAPER

Mid America Paper Recycling marks 100 years of continuous operation

Mid America Paper Recycling (MAPR), a fourth-generation leader in paper and recycling solutions, is celebrating its 100 year anniversary, marking a century of continuous operation serving suppliers,



paper mills, and industrial packaging partners across North America.

Founded in 1926, Mid America has grown from a local scrap operation into a trusted recycling partner known for its deep market knowledge, operational discipline and long-standing customer relationships. Over the past century, the company has built its reputation by helping businesses increase revenue, reduce costs and improve sustainability outcomes through smarter management of their recyclable materials.

"For 100 years, this business has been built on relationships," said Don Gaines, a fourth-generation leader of the company. "Markets change. Customers change. But what doesn't change is how you show up, being genuine, sharing your knowledge and helping people find better ways to operate. That's what earns trust over time."

Unlike many companies in the recycling brokerage space, Mid America's

approach extends well beyond buying and selling commodities. The company brings a consultative, operations-driven service model by conducting on-site audits, mapping material flow and identifying inefficiencies across the recycling stream. By improving segregation, enhancing bale integrity, aligning grades with the right mill demand and streamlining logistics across multi-site plant networks, Mid America transforms recycling from a cost center into a more disciplined, value-generating part of a packaging firm's operation.

A key differentiator has been the company's ability to match specific grades of recyclable material to the right end markets, which helps minimize costly downgrades and maximize value for customers. Combined with a high-touch service model and deep mill relationships across the U.S., this expertise enables Mid America to consistently deliver measurable results.

International Paper to build new packaging plant in Mississippi

International Paper announced plans to construct a new 468,000 square-foot sustainable packaging facility in Rankin County, Mississippi. The investment reinforces the company's commitment to strategic growth, operational and customer excellence and long-term value creation.

Following a comprehensive review of its manufacturing footprint, International Paper's board of directors approved both the exploration and advancement of this \$225 million greenfield project in central Mississippi. The facility is planned to be built on an 80 acre site in Brandon, Mississippi, less than 10 miles from the company's existing Richland (Jackson) box plant.

The new plant is designed to strengthen International Paper's cost position, improve reliability and product quality and enhance service capabilities across the Mid-South region. By replacing older infrastructure with a modern, highly efficient facility, the investment



should reduce structural costs and support growth in key market segments. The modern design and updated equipment should provide the latest innovations in safety and efficiency for employees.

Construction is expected to begin in June 2026, with operations anticipated in the fourth quarter of 2027. Employees at the existing Richland facility will transition to the new plant upon completion.

"This investment supports our strategy to optimize our box plant system and focus capital where it drives the greatest return," said Keith Townsend, group vice president and general manager, IP North America Packaging Solutions East. "By modernizing our footprint in Mississippi, we are strengthening our service model and ability to provide customers with the highest quality sustainable packaging solutions."

PLASTICS

Neste scales up plastic chemical recycling

Neste has successfully commissioned its new upgrading facility for liquefied waste plastic (LWP) at its Porvoo refinery in Finland. This EUR 111 million investment marks a major milestone in the scale-up of chemical recycling, enabling the production of high-quality feedstock for the plastics and chemicals industry. With an annual capacity to process up to 150,000 tons of liquefied waste plastic, the facility is the world's largest LWP upgrading facility, and processing will be gradually ramped up.

"The successful commissioning proves that we can process liquefied waste plastic at an industrial scale. This achievement demonstrates Neste's capability to develop advanced technology, set safety standards and create new supply chains for challenging new raw materials. We are proud of this achievement, and I want to express my sincere thanks to our partners and employees whose dedication has allowed us to turn this vision into a reality," said Jori Sahlsten, executive vice president of Oil Products at Neste.

Neste has processed liquefied waste plastic (e.g., pyrolysis oil) since 2020. The construction of the new upgrading facility and its integration to the existing oil refinery began in 2023 and was completed at the end of 2025. Production ramp-up was commenced in 2026 and will advance gradually depending on market and legislation development.

The new facility allows Neste to close the quality gap between crude liquefied plastic waste and the high-quality, drop-in, raw materials required by the petrochemical industry. While mechanical recycling remains essential, it is often

limited by the quality of the waste. Neste's new facility is specifically designed to process oils derived from challenging waste plastic streams – such as multi-layer packaging, mixed plastic waste and contaminated plastics.

"We enable the scale-up of chemical recycling by upgrading liquefied plastic waste. The plastic originates from low-quality waste streams not suitable for mechanical recycling and destined for incineration or landfills. Thanks to our new facility, even hard-to-recycle plastic waste can be upgraded to meet the feedstock quality requirements of companies manufacturing high-quality plastics. However, the current European Commission's calculation rules on recycled content in the Single Use Plastics Directive threaten to limit the ability of refineries to serve EU's recycled content targets. For Europe's competitiveness sake, we need to ensure the calculation rules are amended to include refineries in the context of the EU Packaging and Packaging Waste Regulation," says Maiju Helin, director of polymers and chemicals at Neste.

In the new upgrading facility, Neste processes liquefied waste plastic together with crude oil. A mass balance approach is applied to attribute the recycled raw materials used in the process to the recycled Neste RE™ product. With the use of recycled Neste RE, a reduction of over 70 percent in virgin fossil resource consumption (abiotic depletion) and a reduction of over 35 percent in greenhouse gas (GHG) emissions can be achieved when plastic waste is chemically recycled instead of incinerated and then used to replace fossil feedstock in plastics manufacturing.

Plastic to-go cups now widely recyclable

Plastic cold beverage cups – the kind used by many retailers for to-go beverages, including Starbucks – have officially earned the Widely Recyclable designation from How2Recycle®, North America's most recognized on-pack recycling label. That means at least 60 percent of U.S. households now have access to recycling programs that accept these cups.

The cups are made from polypropylene (PP) plastic and carry the #5, making it easy for consumers to identify them and place them in their home recycling. The Widely Recyclable designation matters because it gives clear, consistent guidance and shows there's a solid infrastructure to recycle these cups and a strong demand for these materials.

Paper beverage to-go cups have met the criteria for the Check Locally designation from How2Recycle, which means at least 20 percent of communities accept paper cups in curbside recycling collection.

While WM has been recycling polypropylene for more than a decade, what's

new is WM's commitment to ensure that all its single-stream recycling facilities can accept, sort and market both plastic and paper cups. Years of WM investment – paired with advancements in optical sorting technology and stronger end-market demand – laid the foundation for this expansion. By mid-2026, every single-stream recycling facility will have this capability.

"Plastic to-go cups becoming recyclable curbside is a major milestone made possible by years of investment, innovation and collaboration," said Tara Hemmer, chief sustainability officer, WM. "As the largest recycler in North America, we're proud to help capture and recycle more of the everyday materials people rely on, and this achievement proves what's possible when communities, companies and industry leaders come together to make recycling more accessible."

WM appreciates the nearly 150 communities that have updated their recycling guidelines.

WASTE

EPA takes action against two Northern California landfills

The U.S. Environmental Protection Agency (EPA) announced two settlements in the counties of Alameda and Sacramento, California to resolve claims of Clean Air Act (CAA) violations at the Altamont Landfill and Kiefer Landfill. Under the settlement with Waste Management of Alameda County, a wholly owned subsidiary of Waste Management, Inc., the company's Altamont Landfill agreed to pay a penalty of \$215,000 for illegally venting and mismanaging treated landfill gas. Under the second settlement, Sacramento County agreed to pay a penalty of \$196,936 for failing to properly collect landfill gas during construction activities at the county-owned-and-operated Kiefer Landfill. As a result of EPA's actions, both landfills have come into compliance with federal landfill requirements.

"EPA is committed to ensuring landfills comply with the Clean Air Act," said EPA Pacific Southwest enforcement and compliance assurance division director Amy Miller. "We will continue to monitor compliance and take appropriate action against facilities that violate air quality standards and harm human health."

Altamont Landfill, Alameda County, California

During a joint inspection at the Altamont Landfill with the Bay Area Air District, EPA observed the illegal venting of treated landfill gas from storage tanks at the landfill gas treatment plant. EPA found that between 2019 and 2023, the landfill allowed the annual release of more than 340,000 pounds of treated landfill gas, which contains ozone-forming pollutants. By venting the treated landfill

gas, originally generated by household waste, Altamont Landfill contributed to smog formation, impacting air quality and the nonattainment status for ozone in the Bay Area and San Joaquin Valley. The previously treated landfill gas is now being directed to the on-site flare station for proper air pollution control.

CAA regulations require all treated landfill gas to be sold for beneficial use or routed to an on-site air pollution control device for destruction.

Kiefer Landfill, Sacramento County, California

During joint inspections at the Kiefer Landfill with the Sacramento Metropolitan Air Quality Management District, EPA found that Kiefer Landfill violated requirements to maintain waste decomposition gas collection systems during construction on the landfill cover. The municipal solid waste facility allowed excess emissions of hazardous air pollutants including benzene, toluene, ethyl benzene, and vinyl chloride to be released. These uncollected emissions also contribute to ground-level ozone formation, which impacts air quality in the Sacramento metropolitan area.

CAA regulations require landfill operators to capture gases in order to minimize harmful emissions, prevent landfill fires, reduce odors, and protect human health by controlling hazardous pollutants and chemicals.

The landfill has since restored proper gas collection operations and committed to minimizing the gas collection system downtime during future construction activities.

Eco-Products named Zero Waste Partner of the San Diego Padres

Eco-Products® has become an Official Zero Waste Partner of the San Diego Padres, strengthening a relationship that supports Petco Park's composting program and the team's efforts to divert more gameday waste from landfills. Eco-Products takes a systems approach to waste diversion, helping venue operations teams, foodservice partners, waste haulers and composters work together to keep non-compostable items out of the compost stream.

"The effort at Petco Park reflects years of collaboration among organizations that are committed to getting the details right," said Wendell Simonson, general manager of Eco-Products. "What began with a conversation about field testing grew into a coordinated effort with the Padres, Delaware North and Republic Services."

"With millions of fans coming through our gates year-round, Petco Park has a civic duty to prioritize environmentally responsible practices," said Padres chief operating officer Caroline Perry. "Our partnership with Eco-Products will expand access to compostable foodservice packaging and play a key role in diverting waste from our landfills."

In 2023, Eco-Products, Delaware North and Republic Services' Otay composting facility worked together to select and field test a set of BPI-Certified compostable products for concessions inside the park. The process resulted in the approval of a broad range of bioplastic and fiber-based items for use inside Petco Park.

With field testing complete, the Padres officially launched their new composting program in 2025 that includes two-stream waste bins throughout Petco Park to capture compostable and recyclable materials and reduce landfill waste. The two-bin system streamlines waste management by giving fans marked bins for recyclables and compostable food scraps and foodservice items, effectively eliminating the need for landfill receptacles. Petco Park's janitorial team then sorts the collected material and removes contamination.

In 2025, the Padres diverted a total of 2,002.8 tons of waste from the landfill, including 46.6 tons of food donated to Father Joe's Mission and 856.1 tons of food and compostable serveware going to Republic's compost facility.



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WASTE

Port St. Lucie and Waste Pro reach settlement agreement

The City of Port St. Lucie, Florida and Waste Pro have reached a settlement agreement resolving the legal dispute related to their prior solid waste collection contract.

While the case had been scheduled for trial starting April 13, both sides engaged in continued extensive discussions and ultimately determined that a negotiated resolution would be in the best interest of all parties.

The agreement includes a cash settlement of \$24 million to the City of Port St. Lucie. This payment fully resolves the lawsuit and includes both sides agreeing to release each other from all outstanding

claims and formally dismiss the case.

The settlement concludes litigation initially filed in 2021 and expanded in 2022 by the City against Waste Pro, its former contracted waste hauler. The lawsuit cited issues related to Waste Pro's performance and subsequent premature cancellation of its multi-year contract with the City, which forced Port St. Lucie to quickly find a new contracted waste hauler.

"This settlement will bring closure to a challenging time for the City," said Mayor Shannon M. Martin. "Closing this chapter will allow us to move forward and better serve our residents."

Kent County launches free food scraps drop-off for residents



Kent County, Michigan, residents now have a new option to help reduce landfill waste in their communities.

The Kent County Department of Public Works (DPW) debuted drop-off containers for food scraps that are available for free to Kent County residents, allowing them to drop off materials like fruit and vegetable scraps, coffee grounds and compostable containers, which will be picked up and turned into compost. The service is meant to encourage composting and help Kent County send less waste to landfills.

"In Michigan, over 30 percent of the material that ends up in our state's landfills is made up of organic waste," said Matt McPherson, marketing and communications manager for the DPW. "Our new Residential Food Scrap Drop-Off Program provides an accessible way for anyone in our community to divert food scraps from landfills and reduce waste."

Residents can sign up to use the containers by downloading the free metroKEY app and registering. After signing up, residents can bring food scraps to one of the four containers and

use the app to unlock the container and dump in their materials. A full list of accepted materials is available on the DPW's website and is also displayed on the containers.

"The DPW is providing this free program to remove barriers to composting and make participation as simple as possible," said Kris Pachla, Kent County commissioner. "By using these free containers, residents will help to reduce landfill waste and create a more sustainable future for our community."

The DPW has containers in two locations:

- Kent County Recycling & Education Center, 977 Wealthy St. SW in Grand Rapids
- North Kent Recycling & Waste Center, 2908 10 Mile Road NE in Rockford

Kent County residents can also pick up a 1.5 or 2.5 gallon bucket from the Recycling & Education Center to collect materials at home.

The city of Grand Rapids will soon offer a similar program for city residents. The addition of DPW's containers makes drop-off available to any county resident.

BUSINESS BRIEFS

Reworld appoints Paul Stauder as president, Midwest Region

■ Reworld™ announced that Paul Stauder has been appointed as president, Midwest, supporting the company's commitment to consistent leadership, operational excellence and regional growth.

As president, Midwest, Stauder will oversee all aspects of the company's operations across the Midwest, focusing on growth, service delivery, and operational efficiency. Stauder replaces Aaron Johnson, who is leaving to pursue other opportunities.

Formerly executive vice president, business development, Stauder has more than 30 years of experience at the company and is well-positioned to lead the region, oversee performance, strengthen customer relationships, and ensure operational consistency. Previously, he was senior vice president of business management, with primary responsibility for all business aspects involving the company's Thermomechanical Treatment Facilities (TTFs). He holds a bachelor's degree in civil engineering from the University of Rhode Island and a master's degree in business from Pepperdine University.

Werk-Brau adds new south Florida dealer

■ Werk-Brau recently welcomed their newest dealer, Gold Coast JCB in Medley, Florida. The new company offers Southeast Florida customers a full range of new JCB construction equipment, as well as used equipment, a fully trained parts and service team, and Werk-Brau buckets and attachments. They operate from a 50,000 square foot facility offering over 300 JCB products in thousands of unique configurations for virtually any application.

Although the facility is new, managing principal Ronald Miller is well known in the area, having spent nearly a decade as Director for Trekker Group.

Schupan names new chief financial officer

■ Schupan has appointed Mandy Lovelady as its new chief financial officer.

Lovelady brings over 20 years of experience leading high performing teams to deliver financial analytics and data-driven insights. Her leadership is backed by a deep expertise in accounting, tax and risk management. She joins the Schupan executive team from Perrigo, where she most recently served as the chief financial officer of the International division in Dublin, Ireland.

Born and raised in Cadillac, Michigan, Lovelady developed a strong entrepreneurial spirit early on, rooted in the values of hard work, loyalty and gratitude she learned from her family. She holds both a Bachelor's and a Master's degree in Accounting from Michigan State University and is a Certified Public Accountant.

CP Group expands with relocation to San Diego facility

■ CP Group, a leading OEM manufacturer of material recovery facility (MRF) equipment with more than 450 installations worldwide, relocated its UL 508A-certified panel fabrication shop to an expanded facility at 6774 Calle de Linea in San Diego, California.

The new space, which neighbors the core manufacturing facility, totals 13,400 square feet, including 1,200 square feet of dedicated office area, which represents a more than sixfold increase over the shop previously housed within CP Group's primary manufacturing warehouse.

The expansion provides the electrical department with a purpose-built environment for panel assembly, wiring, and factory acceptance testing, while freeing additional floor space at the main manufacturing facility for core MRF equipment production. The UL 508A designation – which governs industrial control panel construction – remains central to CP Group's commitment to delivering fully integrated, code-compliant systems built in-house rather than sourced through third parties.

Beyond expanded panel build capacity, the new facility establishes dedicated space for SCADA system development and electrical engineering R&D – areas where CP Group continues to invest as control system complexity grows alongside increasingly automated MRF designs. The co-located office space supports the electrical engineering team's ability to develop, test, and iterate on control architecture in direct proximity to the shop floor.

Reconomy strengthens U.S. footprint with ninth acquisition

■ Reconomy has acquired Waste Disposal Solutions through Lincoln Waste Solutions by Reconomy (Lincoln).

Founded in 1996 and headquartered in Greensboro, North Carolina, Waste Disposal Solutions is a leading outsourced waste management and recycling solutions provider, with a proven track record of identifying material cost savings for customers and increasing their profitability through innovative, sustainable and comprehensive recycling solutions. The business serves customers across the construction, logistics and manufacturing sectors.

This latest transaction is Reconomy's ninth acquisition in North America and is in line with its strategic priorities of delivering superior earnings growth by scaling its platform across large, structurally attractive growth markets. This acquisition brings new capabilities to Lincoln, its core brand in the region, further cementing its position as a top-three waste operator in the U.S.

BUSINESS BRIEFS

VLS Environmental Solutions acquires IDR Environmental Services

■ VLS Environmental Solutions, a provider of sustainable waste management and environmental solutions, has acquired IDR Environmental Services, a Los Angeles, California-based provider of hazardous and non-hazardous waste solutions. The acquisition further strengthens VLS' position as a premier provider of sustainable solutions.

IDR Environmental Services is a strategically located 10 day hazardous waste transfer facility in Azusa, California with expertise in hazardous and non-hazardous waste management for a comprehensive list of industries, including manufacturing, medical, government, education and commercial real estate.

IDR will complement VLS' existing logistical 10 day operations in Los Angeles, San Diego, Phoenix and Tijuana, as well as hazardous and non-hazardous waste processing and logistics solutions in Quartzsite, Phoenix and Tijuana to create a comprehensive platform for industrial, government, and commercial customers. Together, these additions enhance VLS' ability to deliver innovative, compliant, and cost-effective waste solutions.

Brokk hires service manager for Canada

■ Brokk, a manufacturer of remote-controlled demolition machines, has hired Roy Ortega as its first dedicated service manager for Canada. Ortega, a seasoned field service professional, is responsible for new machine startups along with troubleshooting and repair for customers in the country.

Brokk continues to ramp up North American operations in Canada. In 2024, the company opened a new Brokk and Aquajet distribution center in Hamilton, Ontario, to streamline ordering and shipping for Canadian customers. Ortega joins a growing team of industry veterans who are expanding in-country support and service for Brokk and Aquajet customers.

Ortega brings more than 20 years of experience to his role. He started his career as a mechanic in the automotive, truck and rail industries before joining Cooper Equipment Rentals as a field service technician and diesel mechanic. He most recently worked as a district service manager for United Rentals where he was responsible for fleet operations and maintenance for six branches in the Greater Toronto Area. He has experience with all types of heavy construction equipment, including electric equipment, and has worked with OEMs to keep equipment in optimal condition.

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Devulcanization turns rubber waste into valuable resource

by MAURA KELLER

mkeller@americanrecycler.com

For decades, rubber recycling has been defined by its limitations. Unlike metals or plastics, vulcanized rubber – used in everything from tires to industrial components – stubbornly resists efforts to be fully reclaimed and reused. The sulfur cross-links that give rubber its durability also make it extraordinarily difficult to break down and reprocess without degrading its performance. As a result, much of the industry has long relied on grinding and downcycling, turning valuable material into low-grade fillers rather than truly recovering it.

That paradigm is beginning to shift. A new generation of devulcanization technologies is changing how recyclers, manufacturers and researchers think about rubber waste. Instead of treating it as an end-of-life material, these innovations aim to restore rubber to a usable state – one that retains much of its original elasticity and structural integrity.

For recycling professionals, the implications are significant. If these technologies can scale effectively, they could unlock new value streams, improve sustainability outcomes and reshape the economics of rubber recycling. But as with any emerging technology, the path forward remains complex.

According to Priyosi Sarkar, founder of UrbanX and a sustainability and materials systems researcher, the transformation underway is not incremental – it is foundational. “Newer devulcanization methods are fundamentally changing rubber recycling by shifting it from mechanical breakdown to controlled chemical recovery,” she said.

That shift is echoed by Luke Palen, chairman of American Recycler’s Council, who has observed the evolution of recycling technologies across materials. “For years, the reuse of old rubber materials seemed difficult due to poor devulcanization technology,” Palen said. “As a result, worn-out tires and other products ended up ground to powder and used as low-value fillers.” Together, these perspectives underscore how significant the transition has become – from a system built on reduction to one focused on recovery.

From Breakdown to Recovery

Historically, rubber recycling is a process of reduction rather than restoration. Mechanical grinding and high-heat treatments serve as the industry standard, breaking rubber into smaller particles that can be repurposed in limited applications such as mats, playground surfaces or asphalt additives. While these methods divert material from landfills, they do little to preserve the functional properties of the rubber itself.

At the core of the challenge is vulcanization. During manufacturing, sulfur cross-links are introduced to improve strength and elasticity, effectively locking the material into a stable structure. Once formed, these bonds are notoriously difficult to reverse.

“Rubber receives its qualities during the process of vulcanization,” Palen said. “These chemical bonds make tires resistant, elastic and durable – but once formed, they stay permanent, which complicates recycling.” Sarkar reinforces this from a technical perspective, noting that “vulcanized rubber has been extremely difficult to recycle because its sulfur cross-links are designed for permanence,” she said.

What is changing is not just the ability to break those bonds, but the precision with which it can be done. Advanced devulcanization techniques are designed to selectively break sulfur cross-links while preserving the underlying polymer chains. This distinction – breaking the right bonds without destroying the material – separates modern approaches from traditional ones.

“Instead of destroying the product, the system recovers the resource,” Palen said. “The whole point is removing cross-linking while preserving all qualities possible.”

Sarkar describes this as a defining leap forward. “This is a significant improvement over traditional grinding-based recycling, which typically results in downcycled filler materials,” she said. In this new model, the goal is no longer simply to process rubber waste, but to restore it to a state where it can re-enter manufacturing cycles with meaningful performance characteristics.



Technology is changing how recyclers, manufacturers and researchers think about rubber waste. Instead of treating it as an end-of-life material, innovations aim to restore rubber to a usable state.

Engineering a Smarter Process

The technologies driving this shift are diverse, ranging from chemical treatments to mechanochemical systems and hybrid approaches that combine multiple methods. Each is designed to achieve the same fundamental outcome – controlled bond breaking with minimal damage to the polymer structure.

Palen points to a range of emerging techniques. “Depending on the method, it can be based on heat treatment, mechanical impact, ultrasound radiation, microwave treatment or other techniques,” he said. “Yet one thing remains constant – preserving the polymer structure while breaking the cross-links.”

Sarkar highlights the growing sophistication of these systems. “Newer mechanochemical methods feel more engineered than brute force,” she said. “They combine controlled mechanical stress with chemical agents, so the breakdown is more even and less destructive.”

This evolution reflects a broader shift in mindset. Rather than relying on high-energy, indiscriminate processes, the industry is moving toward targeted, efficient solutions that treat rubber as a valuable resource rather than a disposable material. The result is a new class of recycled rubber with improved elasticity, strength, and usability.

Closing the Performance Gap

Despite these advances, one of the most persistent challenges remains performance. For many applications – particularly in automotive and industrial sectors – material consistency and durability are critical. While devulcanization technologies have made significant progress, the gap between recycled and virgin rubber has not been fully eliminated.

“We’re closer than we were a decade ago, but not quite at full parity yet,” Sarkar said. “The gap really depends on the application.”

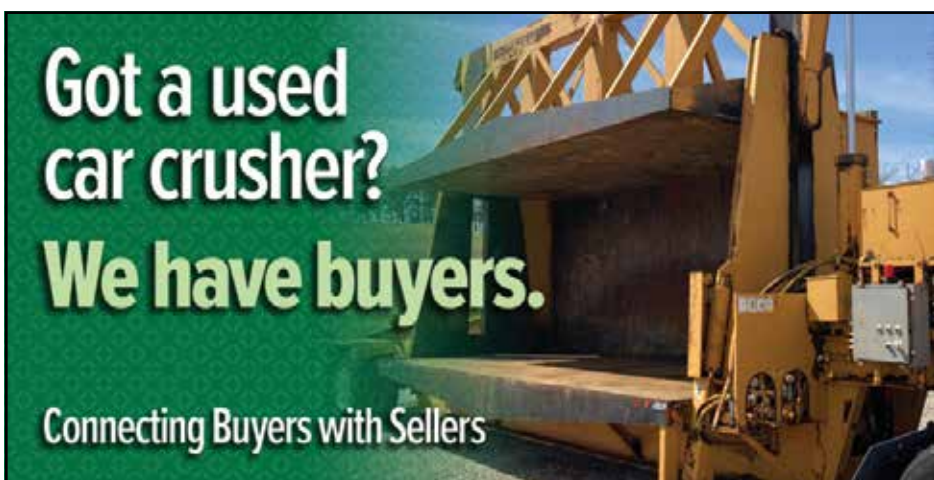
In lower and mid-performance uses, recycled rubber is already proving competitive. Improved processing techniques enable materials that can replace a portion of virgin rubber without major trade-offs. “In some industrial products, it can partially replace virgin rubber without major performance trade-offs,” she said.

Palen views this as a natural progression. Drawing a parallel to aluminum recycling, he emphasizes that preserving material value is key. “Just like we don’t downgrade recycled aluminum, we should treat the same with rubber,” he said. “High-quality recycled rubber can maintain strength, elasticity and performance.”

See RUBBER RECYCLING, Page B2

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Rubber Recycling

■ Continued from Page B1

However, high performance applications remain more challenging. These sectors demand extremely tight tolerances and consistent molecular structures, which are difficult to achieve with variable waste streams.

“Virgin rubber still has an advantage there because it offers more predictable molecular structure and better long-term durability,” Sarkar said. The issue is no longer purely chemical – it is systemic, involving feedstock variability, contamination and processing conditions.

“The biggest issue isn’t just chemistry anymore – it’s consistency at scale,” she added.

Scaling the Technology

If the science of devulcanization is advancing, the economics of scaling it remain a critical hurdle. For recycling companies, success depends not only on technical viability but also on cost efficiency and operational reliability.

“The biggest challenges are less about whether the technology works, and more about whether it works reliably and economically at industrial scale,” Sarkar said. Many advanced processes require specialized inputs, controlled environments, or higher energy usage, all of which can increase costs.

“At lab or pilot scale, that’s manageable,” she said. “But when you move to continuous industrial production, the cost per ton often becomes difficult to compete with virgin rubber.”

Feedstock variability adds another layer of complexity. End-of-life rubber products vary widely in composition, making it difficult to achieve consistent results. “Waste rubber is highly variable, which makes it hard to achieve uniform devulcanization,” Sarkar said.

Palen acknowledges that while the technology is promising, its real impact depends on how effectively it can be integrated into existing systems. “The system recovers the resource,” he said, “but the challenge is doing that consistently and at scale.”

For recyclers, this means investing not only in new technologies but also in process optimization, quality control and supply chain management.

Impact and Opportunity

As devulcanization technologies improve, their potential impact on the manufacturing sector becomes increasingly clear. High quality recycled rubber offers a viable alternative to virgin materials, with implications for cost stability, supply security and sustainability.

“Such high quality rubber would allow the manufacturing industry to decrease dependence on raw materials and reduce consumption,” Palen said. “It offers an alternative source of feedstock.”

Sarkar notes that demand is already growing, though unevenly across sectors. “Yes, but it’s happening gradually and selectively,” she said. Industries with moderate performance requirements lead adoption, while high-performance sectors remain cautious.

“The reason is simple – newer processing methods are producing material that



is more consistent and closer in behavior to virgin rubber,” she said. At the same time, external pressures are accelerating interest.

“Demand is being driven more by sustainability pressure and regulatory expectations than pure cost advantage,” Sarkar added.

Environmental Impact: Toward a Circular Model

Beyond economics and performance, the shift toward advanced devulcanization carries significant environmental implications. Traditional recycling methods extend the life of rubber only once, often resulting in eventual disposal. By contrast, higher-quality recovery opens the door to multiple life cycles.

“When recycled rubber is used mainly as filler, the environmental benefit is limited,” Sarkar said. “But if devulcanization allows rubber to be reprocessed into materials that can partially replace virgin rubber, you increase the number of usable life cycles.”

Palen emphasizes the broader sustainability impact. “This technological trend is beneficial both for businesses and nature,” he said. “It could decrease landfill waste, reduce carbon emissions, and reduce the use of natural resources.”

Together, these advancements point toward a more circular model of material use. “It moves rubber recycling from a linear degradation model to a more circular, multi-use material system,” Sarkar said.

So, as the industry continues to evolve, collaboration, innovation and scalability determine how far these technologies can go. Advances in chemistry, process engineering, and digitalization are already shaping the next phase of development.

For an industry long constrained by the limits of its materials, devulcanization represents more than a technical breakthrough – it marks a turning point. Rubber is no longer destined to be a persistent waste challenge. Instead, it is becoming a viable, valuable resource within a more sustainable and circular economy.

“Newer chemistries are being designed to target sulfur cross-links with much higher precision,” Sarkar said, pointing to ongoing improvements in efficiency and consistency.

At the same time, the industry is beginning to rethink product design itself. “The broader trend is designing rubber products for recyclability from the start,” she said.

Palen views this evolution as part of a larger shift in how materials are valued. “We cannot afford to waste resources by downgrading them,” he said. “Recycling must focus on preserving value, not just processing waste.”

USTMA February forecast predicts slightly higher 2026 tire shipments for U.S. market

The U.S. Tire Manufacturers Association (USTMA) projects total U.S. tire shipments of 338.9 million units in 2026, compared to 336.3 million units in 2025 and 332.7 million units in 2019. This surpasses the previous record of 337.3 million units in 2024.

Compared with 2025, Original Equipment (OE) shipments for passenger,

light truck and truck tires are expected to change by 0.8 percent, 1.2 percent and 8.3 percent respectively, with a total increase of 0.8 million units. Replacement passenger, light truck and truck tire shipments are also projected to change by 0.6 percent, 0.8 percent, and 0.2 percent respectively, with a total increase of 1.7 million units.

	2026 Forecast	2025	% vs 2025	Units vs 2025	2019	% vs 2019	Units vs 2019
Original Equipment							
Passenger	41.6	41.3	0.8%	0.3	46.3	-10.0%	-4.6
Light Truck	6.5	6.4	1.2%	0.1	5.9	10.6%	0.6
Truck	4.7	4.4	8.3%	0.4	6.5	-27.3%	-1.8
Replacement							
Passenger	223.3	221.9	0.6%	1.4	222.6	0.3%	0.7
Light Truck	38.0	37.7	0.8%	0.3	32.5	16.8%	5.5
Truck	24.7	24.7	0.2%	0.0	18.9	30.5%	5.8
Total Shipments	335.7	331.9	1.1%	3.7	332.7	0.9%	3.0

Note: All shipments in millions. Figures are rounded.

Waste Energy to process more than 100,000 waste tires yearly

Waste Energy Corp. (WEC), a clean-energy company focused on converting waste into usable fuel and renewable energy products, has secured key commercial agreements for the sale of recovered steel and tire-derived oil (TDO), subject to output reviews, while also entering into multiple feedstock agreements expected to support full operations at the company’s first 15-ton-per-day (TPD) waste conversion facility in Midland, Texas.

The agreements represent another major milestone as WEC advances toward the commissioning of its first commercial waste conversion system.

Under the new agreements, WEC now has tentative counterparties for two of the facility’s primary output streams, subject to the lab results and product specifications generated from the first commercial production run:

- Recovered steel generated from the processing of waste tires
- Tire-derived oil produced through the company’s waste conversion technology

The company expects to finalize commercial pricing and long-term purchase arrangements following the completion of its first run and the corresponding analysis of product quality, composition and grade.

In addition, WEC has entered into several new feedstock agreements with regional tire suppliers, recyclers, collection companies and other waste tire sources that are expected to provide enough inbound material to fully operate the 30 TPD facility. These new agreements are in addition to the company’s



previously announced relationship with Midland County.

WEC is also participating in the Basin Beautification Project, a regional initiative focused on reducing litter and illegal dumping across Midland, Odessa, Midland County and Ector County.

As part of that effort, WEC is accepting waste tires collected through county cleanup initiatives, helping divert them from stockpiles, illegal dumping sites and landfills. The company believes that participating in community cleanup programs aligns closely with its broader mission of turning problematic waste streams into usable energy products.

WEC’s first 15 TPD facility is expected to process more than 100,000 waste tires annually once fully operational. Through the company’s waste conversion technology, those tires can be transformed into valuable end products including tire-derived oil, recovered steel, recovered carbon black and syngas.

The company believes that establishing feedstock supply and product offtake relationships before commissioning reduces operational risk, strengthens near-term revenue visibility and provides a clearer path toward full commercial operations.

WEC expects to continue expanding both its feedstock network and customer base for finished products as it advances toward the planned addition of a second 15 TPD line in Midland and future facilities in additional markets.

ReMA board approves revisions to tire wire ferrous specifications

The Recycled Materials Association (ReMA) board of directors approved the proposed revisions to the ferrous special scrap tire specification.



Ferrous- Special (Scrap Tire) Proposed Revisions:

- Processed Tire Wire grades be revised to begin at 1 percent, raise to 3 percent and then 5 percent, and then raise by 5 percent each grade until 30 percent, with a total of 9 grades. This reflects the higher value and potential new markets available for cleaner grades of wire
- OTR be added as a separate category for Pulled Bead Wire, with the same three grades as the current Truck and Passenger categories
- Specifications be renamed as Ferrous – Special (Tire Wire)

The percentage of rubber and fiber for tire wire specifications will ultimately be determined by mutual agreement between the buyer and seller.

Processed Tire Wire (ferrous): Chopped

- Grade 1: One percent or less (≤ 1 percent) rubber/fiber.
- Grade 2: One to three percent (1-3 percent) rubber/fiber

- Grade 3: Three to five percent (3-5 percent) rubber/fiber
- Grade 4: Five to ten percent (5-10 percent) rubber/fiber
- Grade 5: Ten to fifteen percent (10-15 percent) rubber/fiber
- Grade 6: Fifteen to twenty percent (15-20 percent) rubber/fiber
- Grade 7: Twenty to twenty-five percent (20-25 percent) rubber/fiber
- Grade 8: Twenty-five to thirty percent (25-30 percent) rubber/fiber
- Grade 9: Greater than thirty percent (30 percent) rubber/fiber

Pulled Bead Wire (Off the Road or OTR): not chopped, made up of loops of wire

- Grade 1: Less than 5 percent rubber/fiber
- Grade 2: 5-10 percent rubber/fiber
- Grade 3: Greater than 10 percent rubber/fiber

Pulled Bead Wire (Truck): not chopped, made up of loops of wire

- Grade 1: Less than 5 percent rubber/fiber
- Grade 2: 5-10 percent rubber/fiber
- Grade 3: Greater than 10 percent rubber/fiber

Pulled bead wire (Passenger): not chopped, made up of loops of wire

- Grade 1: Less than 5 percent rubber/fiber
- Grade 2: 5-10 percent rubber/fiber
- Grade 3: Greater than 10 percent rubber/fiber

U.S. Tire Manufacturer's Association president to retire

The U.S. Tire Manufacturers Association (USTMA), announced that president and chief executive officer Anne Forristall Luke will retire at the end of 2026 after 11 years leading the Association.

Forristall Luke, who joined USTMA – then known as the Rubber Manufacturers Association (RMA) – in 2016, has presided over a period of substantial growth, strategic evolution, and measurably elevated influence for the domestic tire manufacturing industry.

“Leading USTMA for the last 11 years has been a tremendous privilege, and I look back with enormous pride on what this Association has accomplished,” said Forristall Luke. “Together, we raised the profile of an industry that impacts the daily lives of every American and is indispensable to our nation’s safety and long-term economic prosperity. We strengthened relationships that give the tire industry a credible and trusted voice, and we confronted difficult challenges with transparency and a long-term view. That work belongs to USTMA’s members, Board, extraordinary staff, and invaluable partners who brought their expertise and commitment to this mission. I am profoundly grateful to each of them and confident that the foundation we’ve built together will support USTMA’s progress for many years to come.”

Since her arrival, Forristall Luke has led USTMA through a comprehensive transformation that has reshaped every aspect of the Association’s operations, positioning, and stakeholder impact. Among her most significant achievements:

- Led the rebrand from the Rubber Manufacturers Association to the U.S. Tire Manufacturers Association, establishing a clear strategic identity that better reflects the industry’s scope, ambition, and geographic footprint.
- Developed and executed a strategic program to help the industry navigate complex tire materials issues, including a global leadership role among peer associations on issues critical to member companies worldwide.
- Expanded USTMA’s membership and revenue base while building what members describe as a high-performing, world-class team and organizational culture.
- Forged strong, trust-based relationships with regulators, researchers, nongovernmental organizations and federal, state and tribal policymakers with influence over the industry’s future.
- Measurably elevated the industry’s profile and influence across legislative, regulatory, media, and broader public affairs arenas.

Transition and Search Process

The USTMA board of directors has established a process to identify the Association’s next leader. A search committee operating under board oversight has been convened, with the search process continuing through the summer. Selection of the next chief executive officer is targeted for October 2026.

Forristall Luke will work closely with her successor through the end of the year to ensure a smooth and effective transition.



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EQUIPMENT SPOTLIGHT

Rubber Shredders

by **MARY M. THORNTON**
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The waste rubber industry continues to embrace a circular economy, not only for the various economic rewards that may be realized but also to minimize the negative environmental impact should the materials be discarded improperly. Equipment is available that aids in these endeavors.

Shredders manufactured by Eldan Recycling are used to reduce waste size, facilitating easier handling and further processing. A leading manufacturer of recycling equipment, Eldan specializes in shredders designed for a range of waste materials. For instance, the tire shredder plant (A-plant) transforms whole tires into shreds, ranging from 50 to 300 mm, which can be further processed into chips or granulate. “Eldan’s equipment is known for its durability, ease of maintenance and adaptability to various waste streams,” Carsten Nielsen, product manager, stated.

Eldan’s Twin Shaft Clean-Cut Shredder produces uniform shreds, ideal for tire-derived fuel applications. The company’s product line also includes the Super Chopper, Multi Chopper and Ring Shredder. Each product is tailored for specific applications. These machines are integral to Eldan’s modular recycling plants, which process tires, cables, e-waste and municipal solid waste. The Super Chopper is renowned for its high capacity and versatility, capable of processing up to eight tons per hour and is particularly effective for pre-shredding large volumes of waste. The Multi Chopper offers flexibility

for smaller operations, while the Ring Shredder is designed for fine shredding – an essential part of e-waste recycling, to liberate valuable metals.

Setting up these systems requires careful planning, including material sampling and customization to meet specific input types and desired output fractions. Eldan provides comprehensive support during installation and operation to ensure optimal performance.

Nielsen commented, “The recycling industry is experiencing a shift towards more sustainable practices, with increasing demand for efficient waste processing solutions. Eldan stays ahead by continuously innovating the technology involved in their products, to meet evolving regulatory standards and client needs. Established in 1956, Eldan’s commitment to quality and customer support positions us as a reliable partner in the recycling sector.”

“FOR REC offers a sustainable rubber shredding solution through modular and fully automated plants, designed to maximize efficiency, safety and final a product purity level of 99 percent. A comprehensive solution involves several stages, from the removal of the steel bead (in truck tires) to fine granulation. Each stage is integrated and optimized to ensure continuous operation, low maintenance and certified results,” explained Nigel Dove, president of Vortex DePollution, FOR REC’s exclusive North American representative.

The high-performance FOR REC TX1600 primary shredder is a twin-shaft machine capable of processing

large volumes – up to 10 Mt/hour and a 2” output size, in one step. It features “clean cut” blades that prevent the fraying of steel wires found within tires. This improves output quality, especially valuable for TDF (tires derived fuel). The TB, also a widely used, twin-shaft shredder, employs an exclusive cutting chamber design, which allows for quick extraction of shafts and is complete with blades, which drastically reduces maintenance time.

Also available is a MR single-shaft grinder, equipped with interchangeable and configurable cutting inserts. Material can be reduced to approximately 1” rubber chips and machine features include configurable, automatic gear reversal; cutting chamber external bearings; PLC-managed automatic greasing; no gears and configurable blades for thickness and shape. FOR REC rotary-blade granulators are designed for durability and low energy consumption. Material output size can range from 0-0,16” mm and easy access to the grinding chamber simplifies cleaning and maintenance, making the system ideal for intensive operational shifts.

Plants are equipped with a multi-stage cleaning system that combines rotary screens, air and density separators, pneumatic conveying and suction systems to completely separate textile fibers and steel. Also included: advanced suction systems, industrial filters and integrated fire prevention devices -- in full compliance with the latest European safety and environmental regulations. Material output can be used for a wide range of applications: from 2” to 3” TDF chips, to a 1” alternative size for kilns or granules for road foundations and infrastructure, urban furniture and insulation products. FOR REC offers customized solutions paired with environmental responsibility, via a highly qualified technical team, a global support



Eldan Recycling

network and a strong focus on research and development in the industrial recycling sector.

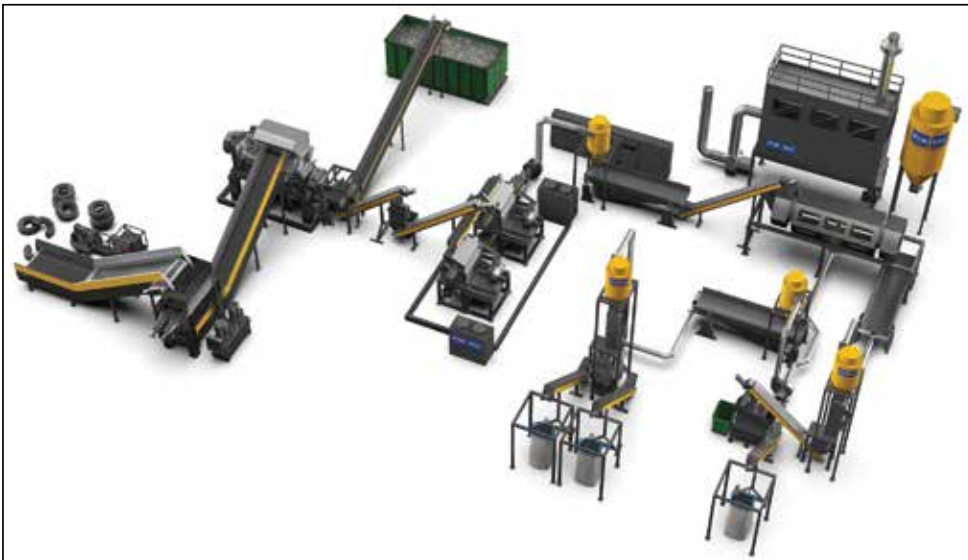
With nearly 60 years of industry experience, Granutech Saturn® Systems is widely recognized for its tire recycling expertise. Through durable equipment design and integrated system engineering, Saturn® Systems plays a key role in advancing recycling efficiency across a wide range of markets.

In tire recycling, rubber is often processed into crumb rubber for specific end-use applications such as athletic surfaces, rubber mulch, molded products, or rubberized asphalt. Achieving this requires multiple controlled reduction stages, often combined with separation technologies that remove steel and fiber contaminants.

“At Granutech-Saturn Systems, tire recycling is one of our core areas of expertise,” says Matt Morrison, president of Recycling System Solutions. “We design and manufacture equipment for every stage of tire recycling, from primary shredders to fine-grind refiner mills and everything in between. The science behind pyrolysis continues to evolve and we stay at the forefront of these advancements.”

Modern recycling operations also demand equipment that can scale with production needs while maintaining consistent performance and Granutech designs its equipment to handle a wide range of throughput capacities, enabling both small operations and large industrial facilities to optimize their workflows.

See Rubber Shredders, Page B5



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Rubber Shredders

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“Our systems can handle processing rates from one ton per hour up to 20 tons per hour, allowing operators to scale size-reduction capacity to match production requirements and end-product specifications,” Morrison adds.

Granutech’s success in the marketplace



Granutech-Saturn Systems, Inc.

is fueled by continuous investment in advanced fabrication, precision machining and integrated automation capabilities, applied across both standalone machines and complete recycling systems. Available in single-, dual-, and quad-shaft models, our heavy-duty equipment and expert engineers deliver reliable and cost-effective solutions for the toughest applications worldwide.

As global recycling demands continue to rise, the importance of precise, reliable, and scalable size reduction technology will only grow, positioning Granutech at the forefront of the

circular economy.



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Vortex is a manufacturer of Vehicle Depollution drain systems and processing equipment for scrap vehicles, such as the Raptor vehicle dismantler, engine crackers and catalytic converter processing. Vortex is also a distributor of metal recycling equipment such as McIntyre Alligator shears and Balers, MG Copper chopping lines, Forrec Shredding systems, Hitachi analyzers, Roter balers and Aymas inclined shears and shear balers. Vortex provides equipment to process vehicles, ferrous and nonferrous scrap metal for the metal recycling industry.



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Eldan Recycling is a world leader in manufacturing equipment for profitable recycling. Since 1956, we’ve provided clients with vast expertise and solutions ranging from single machines to complete plants for processing cables, e-waste, aluminum, tyres and other nonferrous materials. Eldan is especially known for its robust, long-lasting machinery and a modular plant design that allows customers to scale and customize their recycling operations.

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EQUIPMENT SPOTLIGHT

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Tire Recycling Foundation names Circle of Change Awards finalists

The Tire Recycling Foundation (TRF) named the finalists in the Foundations' inaugural Circle of Change Awards – a national recognition program created to spotlight the people, organizations and teams advancing tire recycling, expanding markets for recycled tire products and demonstrating leadership in the circular economy.

From state programs that have built scalable, self-sustaining end-use markets to engineering breakthroughs that are putting recycled tire materials to work in roads, storm water systems and urban redevelopment projects, the finalists illustrate both the breadth of innovation in the tire recycling sector and the growing demand for tire-derived products across the United States.

The awards span four categories, each representing a key aspect of tire circularity: the tire recycling processes, the design and creation of recycled materials, the development of the markets where they are utilized, and the entire circular end-of-life tire value chain.

Together, all nine projects highlight the creativity, diversity and positive momentum within the U.S. recycled tire industry.

Circular Economy Trailblazer Award – This category recognizes state programs that have built the policy frameworks, funding structures, and market incentives needed to make end-of-life tire management work at scale, and that other states can learn from.

- Colorado – Through its Waste Tire End Users Rebate Program and targeted market-development grants, Colorado expanded demand for tire-derived fuel, molded products, civil engineering applications, and other technologies while reducing tire stockpiles and illegal dumping.
- North Carolina – The state implemented a scalable legislative model that stabilized upstream tire-recycling systems, ensuring counties are reliably reimbursed for collecting and managing end-of-life tires before expanding incentives for end-use markets like rubber-modified asphalt (RMA).

Innovation in End-Use Technology Award – This category recognizes projects that have found new and inventive applications for recycled tire materials, demonstrating that end-of-life tires are a versatile resource for solving real infrastructure and environmental challenges.

- Bolten & Menk – The company built a storm water BMP system, from 210,000 recycled tires for the City of Woodbury. This project demonstrates how Tire-Derived Aggregate (TDA) can be integrated into modern green infrastructure to meet stringent regulatory and sustainability goals.
- LHB Engineering & St. Paul Port Authority – Together, the organizations applied 30,000 yards of Tire-Derived Aggregate (TDA) in underground storm water retention to enable the environmentally responsible redevelopment of the former Midway Stadium brownfield site in St. Paul, Minnesota.
- Liberty Tire Recycling – In

partnership with Atlanta DOT, the University of Georgia and The Ray, Liberty Tire Recycling's Atlanta RMA Heat-Island Pilot is applying recycled tire rubber in a dense urban corridor to improve pavement durability while studying climate and equity benefits.

Market Development Excellence Award – This category recognizes efforts that have built sustained, scalable demand for tire-derived products, turning recycled tire materials into a reliable component of state and regional infrastructure programs.

- Alabama Department of Conservation and Natural Resources (ADCNR) – In collaboration with Alabama State Parks and the Alabama Department of Environmental Management, ADCNR leveraged RMA to resurface roads and parking areas at public parks, improving pavement durability while creating consistent demand for tire-derived materials.
- Michigan EGLE and Partners (CRC-CRAM-MTU-MDOT-STIC-ENTECH-EGLE-Asphalt Plus-Liberty-I Do TDA-Porous Pave) – Through a long-running, multi-partner Scrap Tire Market Development effort, Michigan has embedded recycled tire materials into core infrastructure, scaling applications from pilot projects to hundreds of lane-miles statewide through advanced specifications, research, and coordinated partnerships.

Value Chain Collaboration Award – This category recognizes partnerships across the tire recycling supply chain that are closing the loop – creating traceable, circular systems that return end-of-life tire materials back into productive use.

- Bolder Industries & Pirelli Tire LLC – The Pirelli Tire LLC-Bolder Industries Circular Flow of Scrap Tires initiative establishes a fully traceable, closed loop system that converts scrap tires into ISCC PLUS-certified recovered carbon black for use in new tire production.
- Phibro rCB – After restarting an idle pyrolysis facility, Phibro worked closely with regulators, feedstock suppliers, certification bodies, and downstream customers to qualify recycled carbon black and recovered materials for use in new tire production.

“The Circle of Change Awards recognize bold action and innovation,” said Dick Gust, president of the Tire Recycling Foundation board. “We honor the innovators, state leaders and collaborators who demonstrate that tire recycling unlocks real solutions and transformation. Each finalist exemplifies what’s possible when visionary action aligns with smart policy and sustained commitment.”

All nominations for the Circle of Change award are evaluated by a panel of judges comprised of independent industry experts. Entries are scored on innovation, measurable impact, scalability, and alignment with category goals. While each category will receive one award recipient, the committee can recognize noteworthy entries with Honorable Mentions at its discretion.

Continental increases profitability in tires

Continental started 2026 with a good first quarter. The Tires and ContiTech group sectors both increased their adjusted EBIT margins compared with the same quarter of last year, despite burdens from tariffs and exchange-rate effects. Adjusted free cash flow was also up year-on-year. By contrast, the economic environment and weak global markets hampered sales growth. Even against the backdrop of current geopolitical developments, the DAX-listed company has confirmed its full-year outlook. For 2026, Continental still expects consolidated sales of around €17.3 billion to €18.9 billion and an adjusted EBIT margin of around 11.0 to 12.5 percent.

“Geopolitical developments are creating greater uncertainty for consumers and for the economy. This is why we are continuing to work hard on increasing our competitiveness,” said Continental chief executive officer, Christian Kötz.

In the past quarter, Continental achieved consolidated sales of €4.4 billion (Q1 2025: €4.9 billion, -10.4

percent). Before exchange-rate effects and changes in the scope of consolidation, its organic sales were down 0.9 percent. The adjusted operating result amounted to €522 million (Q1 2025: €492 million, +6.1 percent), corresponding to an adjusted EBIT margin of 11.9 percent (Q1 2025: 10.7 percent).

Net income in the first quarter amounted to €200 million (Q1 2025: €68 million, +196.5 percent). Adjusted free cash flow was €35 million (Q1 2025: -€216 million).

“We increased our profitability and our adjusted free cash flow in the first quarter. In particular, we benefited from our focus on high-margin products, strict cost discipline and lower raw material costs compared with the same quarter of last year,” said Continental chief financial officer, Roland Welzbacher, adding, “It will take time for recent changes in raw material prices to have an impact on us. We are analyzing and assessing the situation and, where necessary, are taking measures to safeguard earnings. We are confirming our financial outlook for the current year.”

ATS to help Gilead Dynamics scale mobile tire recycling

Gilead Dynamics, a cleantech startup developing scalable solutions for the circular economy, announced its debut alongside a strategic manufacturing and enablement agreement with ATS Industrial Automation, a leader in advanced automation systems. The collaboration marks Gilead Dynamics' first public milestone and accelerates the path to commercialization of its flagship technology, the Carbon Black Extractor (CBX).

The CBX platform is designed to convert end-of-life tire shreds into three high value, reusable byproducts – recycled carbon black, oil and syngas, addressing one of the most persistent waste challenges in the global materials economy. Through the agreement with ATS, Gilead Dynamics is transitioning the CBX to a scalable commercial prototype, a production-ready system capable of global deployment.

Under the agreement, ATS is refining the CBX unit for manufacturability and industrial scale, providing end-to-end support spanning design optimization, fabrication, delivery and full life-cycle service. The collaboration reflects a shared commitment to innovation, sustainability and long-term customer enablement, with a focus on reliability, repeatability and uptime.

A defining feature of the collaboration is its emphasis on enablement. ATS engineers are embedded with the Gilead Dynamics team to co-develop the CBX design, ensuring manufacturability and serviceability are built in from the outset. Following deployment, ATS will lead customer onboarding, training and post-sale support, providing buyers with access to 24/7 capable systems, digital tools and long-term service infrastructure to support efficient operation across the full life cycle.

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EPA releases proposal to clean up millions of tires

The U.S. Environmental Protection Agency (EPA) issued a proposal to help clean up millions of abandoned tires throughout the U.S., addressing health and safety concerns related to tire piles in American communities. In addition, the proposal would allow the use of abandoned scrap tires as fuel, clearing the path for faster cleanup of tire piles. Together, these changes will make communities safer and healthier by reducing risks from tire pile fires and the breeding grounds they become for disease-carrying animals.

“Abandoned tire piles across the U.S. pose a threat to the health and safety of Americans, but this waste stream can be and should be responsibly and carefully addressed to make America both

healthy and energy dominant again. Our latest proposal provides a commonsense approach to better clean up scrap tires and realize their full potential as fuel,” said Thomas Croci, Office of Land and Emergency Management acting assistant administrator.

Approximately 48 million abandoned scrap tires remain in at least 23 states and tribal lands. The proposal would allow whole abandoned scrap tires to be used in cement kilns as non-waste fuel and allow established tire collection programs to manage all scrap tires used as fuel in the same way. These changes would help reduce risks from scrap tire piles and enhance the recovery of valuable energy resources.

Willig Tire Recycling expands with second Ohio Facility

Willig Tire Recycling, one of Ohio’s leading tire recycling companies, has opened its second Ohio location, Willig Tire Recycling South, located in Hamilton, Ohio.

The new facility operates from an established site owned by Rumpke Waste & Recycling.

Under this expansion, Willig Tire Recycling will exclusively take over all tire shredding and material processing operations previously performed on-site, supporting both increased internal demand and continued growth across the region.

The Hamilton operation, located near Cincinnati, branded as Willig Tire

Recycling South, will play a key role in the company’s integrated system, working alongside its northern Ohio facility in Galion. The expansion is further supported by the company’s transportation division, NexGen Tire Recycling, which manages the logistics and movement of tires.

Willig Tire Recycling specializes in converting scrap tires into high-quality recycled materials used across a wide range of applications, including synthetic turf infill, poly injected molding, molded rubber products, and asphalt. The company has invested heavily in advanced processing technology to produce cleaner, more consistent rubber products at scale.

Goodyear reports loss amidst challenging environment

The Goodyear Tire & Rubber Company reported first quarter 2026 results.

“The first quarter reflected a challenging environment, marked by weak consumer industry demand in both OE and replacement across the majority of our key geographies,” said Stewart.

Financial Results

Goodyear’s first quarter 2026 net sales were \$3.9 billion, with tire unit volumes totaling 34.0 million. First quarter 2026 Goodyear net loss was \$249 million, or \$0.86 per share, compared to Goodyear net income one year ago of \$115 million, or \$0.40 per share. First quarter 2026 included several significant items, including, on a pre-tax basis, rationalization charges of \$104 million. This significant item and others are excluded from adjusted earnings.

First quarter 2026 adjusted net loss was \$112 million compared to adjusted net loss of \$11 million in the prior year’s quarter. Adjusted loss per share was \$0.39 compared to \$0.04 in the prior year’s quarter. Per share amounts are diluted.

Segment Results

The company reported segment operating income of \$95 million in the first quarter of 2026, compared to \$195 million from one year ago. Segment operating income includes a \$46 million benefit from a tariff adjustment following a recent U.S. Supreme Court decision.

After adjusting for the sales of its Chemical business and the Dunlop brand, segment operating income decreased \$63 million. The decrease in segment

operating income reflects higher inflation and other costs of \$163 million and the impact of lower volume of \$159 million, partially offset by benefits from Goodyear Forward of \$107 million, favorable price/mix versus raw material costs of \$103 million and an IEEPA tariff adjustment of \$46 million.

Business Segment Results

Americas’ first quarter 2026 net sales of \$2.1 billion were 17.5 percent lower than the previous year, driven by a decline in consumer replacement volume and the sale of the Chemical business. Tire unit volume decreased 17.0 percent. Replacement tire unit volume decreased 23.2 percent, driven by weak industry conditions in North America. Replacement volumes reflect lower sell-in industry volume, increased competitive promotional activity and the planned rationalization of lower-tier product offerings. Original equipment tire unit volume increased 8.2 percent, reflecting strong consumer market share gains. Similar to prior quarters, Commercial industry volume was lower in both OE and replacement given a prolonged industry downturn.

Segment operating income of \$37 million decreased \$118 million from last year. Excluding the impact of the sale of the Chemical business, Americas’ segment operating income decreased \$87 million driven by the impact of lower volume, general inflation and higher other costs, partially offset by Goodyear Forward benefits, the expected IEEPA tariff refund, and price/mix versus raw materials.



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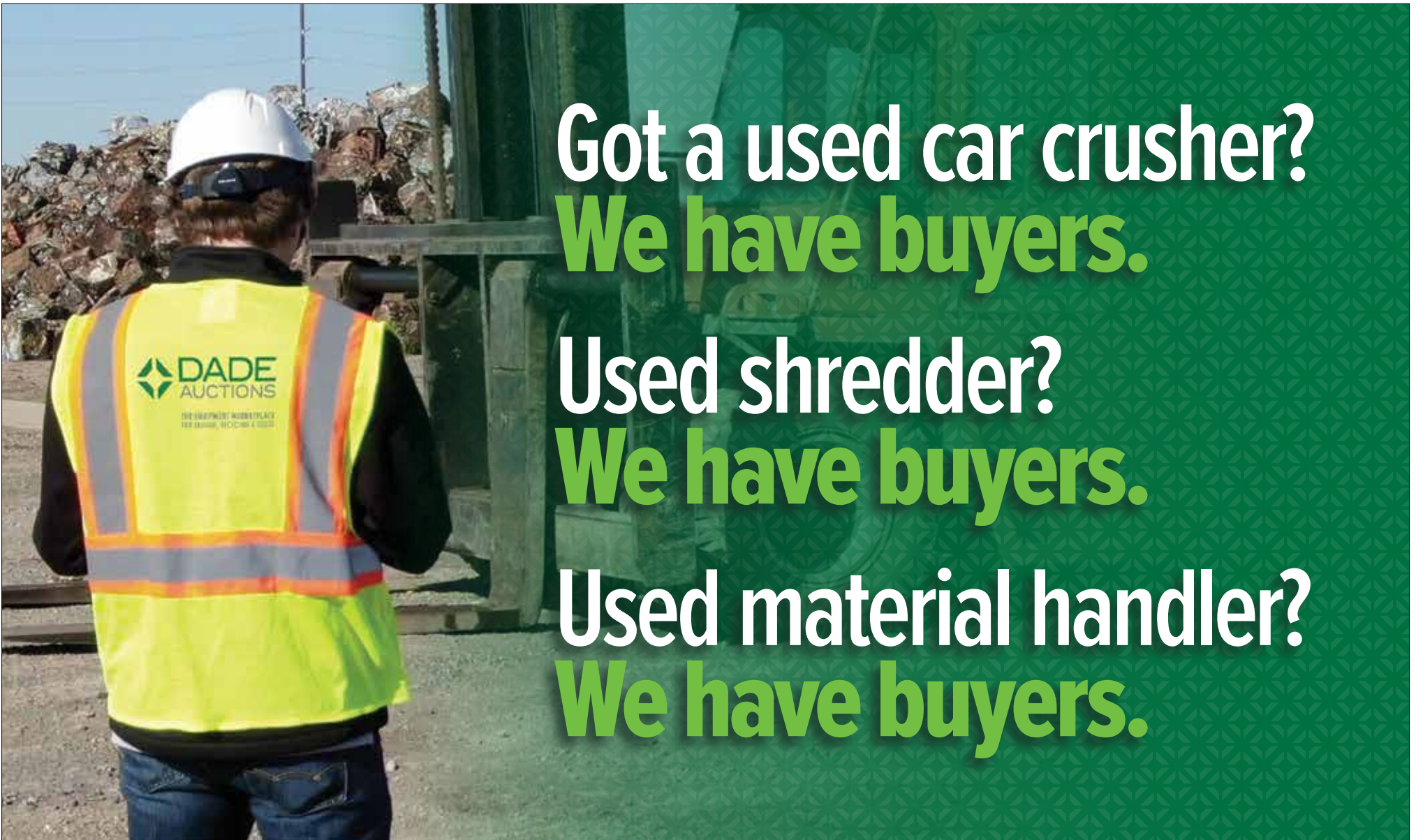
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