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Scrap Tire NEWS

Covering The News And Developments In The Scrap Tire Recycling Industry

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Asphalt Rubber Good For The Environment

Reducing CO₂ emissions is perhaps one of the most effective actions we can take in addressing climate change, according to Dr. Jorge S. Sousa, Chairman AR2009. And, using asphalt rubber is just one of many ways of contributing to CO₂ reduction on this planet.

However, Sousa said, it is an excellent way because it simultaneously reduces maintenance by about 50 percent, wet weather accidents by about 60 percent and dry weather accidents by about 10 percent. "Not so many other industries are so lucky to have immediately available a cost effective alternative solution that is also environmentally friendly," Sousa said.

Dr. Sousa's conclusion, based on his extensive and ongoing research on the subject, is also

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Colorado Lawmakers Explore Tire Program Overhaul

Colorado lawmakers are pushing for major changes to Colorado's tire abatement program, citing a recent Rubber Manufacturers Association (RMA) report that named Colorado the state with the largest stockpile of tires in the country. The RMA report said Colorado has about 45 million tires stored, roughly one-third of the stockpiled tires in the country. The report shows that while other states are reducing their stockpiles, the number of tires in Colorado is rising every year.

Most of the tires have been sitting for years in one of three state-sponsored tire dumps, called monofills. The largest monofill, Tire Mountain, is in Weld County and was recently purchased by Magnum d'Or, a Florida-based tire processing company that has vowed to clean it up in three years' time.

The Colorado Department of Health and Environment, which regulates the design of monofills, requires monofills to place tires in individual cells that can be up to 25 feet deep and would presumably stop a tire fire from spreading too far. The monofills also have fire lanes. But State Rep. Marsha Looper said health and safety issues at state monofills are only the tip of the tire abatement iceberg.

Looper wants to overhaul the entire program and said one of her goals is making sure that the \$1.50 scrap tire fee that customers pay when they purchase a tire, goes entirely to mitigating scrap tires. Currently, the money from the scrap tire fee is funneling into the General Fund to combat a budget shortfall. The fee is not expected to fund tire abatement programs for at least the remainder of 2009 and 2010.

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California Governor Signs Bill To Clean Up Border Tires

California Gov. Arnold Schwarzenegger has signed Senate Bill 167, a new law that allows some of the state's scrap tire recycling funds to pay for scrap tire abatement and recycling projects on the Mexico side of the California-Mexico border.

The California Tire Recycling Act imposes a \$1 fee on all new tires sold in California and requires the California Integrated Waste Management Board (CIWMB) to establish goals and priorities for waste tire programs. Historically, the Board has opposed directing monies to clean up projects south of the border. Under the Tire Recycling Act, fees - which can be approved by majority vote in the Legislature - are prohibited from being used in the program other than those that use California waste tires and in projects outside the state. The new law amends the Tire Recycling Act requiring the CIWMB to include the development of projects inside Mexico in its Five Year Plan for the Waste Tire Management Program. Such projects could include education, infrastructure, mitigation, cleanup, reuse and recycling activities in Boja but only those

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