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Scrap Tire NEWS

Covering The News And Developments In The Scrap Tire Recycling Industry

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Tennessee Plans Scrap Tire Task Force

The Tennessee Department of Environment and Conservation's Division of Solid and Hazardous Waste Management is planning to establish a Scrap Tire Task Force to address problems and complaints with the state's waste tire disposal and cleanup grant programs.

Under Tennessee law, tire dealers collect \$1.35 for each new tire sold to fund a waste tire grant program. The department then pays grant money to county governments in exchange for their contracting with registered disposal companies to handle the tires gathered by dealers. However, some counties have been taking losses in the pro-

See **Tennessee** page 17...

IN THIS ISSUE:

Louisiana Plant Tour.....	4
FL Tire Recycling	5
Rubber Recycling News.....	6
UK Tire Recycling	8
AZ Counties and CRM.....	10
Tire Recyc. Opportunities ...	12
OSM Hand Sanitizer.....	13
Kazakhstan Plant.....	14
CO Tire Recyc. Inc.....	17
Jamaica Plant.....	18
NHTSA Rule Response	19
News Briefs	20
Calendar	22

Ontario Used Tire Program Launches This Month

After literally years in the planning stage, Ontario Tire Stewardship (OTS) is finally set to launch September 1st. "This is without doubt the most eagerly anticipated scrap tire diversion program in North America simply because it is the only program funded by the brand owners and first importers," Glen Maidment, President of the Rubber Association of Canada(RAC) said, noting that many of the brand owners and first importers participating in OTS are tire manufacturing members of RAC.

In addition, it is the only program to tackle all tires for motorized vehicles, including the full range of off-the road tires. It will operate much like the province's other stewardship programs--in this case charging brand owners and first importers of tires, called stewards,-- a tire stewardship fee which will be passed onto consumers in the purchase price of a tire. Fees range from \$5 per tire for cars and light trucks to about \$15 for commercial trucks. Larger off-road equipment tires will be about \$22 per tire.

All told, this program will generate approximately \$75 million annually from tire sales to pay for the collection and diversion of Ontario's 12 million scrap tires. Monies will also be allocated to consumer education initiatives, as OTS looks to promote the 3Rs

See **Ontario** page 18...

Diversion Rates Drop in California

California's scrap tire industry is very dynamic, with generally small, family-run businesses making up the bulk of the companies, Ed Boisson of R.W. Beck said in presenting the most recent scrap tire market update to the California Integrated Waste Management Board (CTWMB). The report focuses on data gathered from the Board's Waste Tire Hauler Manifest program and from the 17 or so processors in California that handle about 95 percent of the state's waste tires. The research for 2008 was done between January and March 2009. He said that the main goal of the project is to capture market trends and provide up-to-date information, particularly on diversion rates.

In opening the discussion on diversion rates, Boisson noted that the best estimates of diversion percentages are considered accurate to within plus or minus 10 percent. In 2008, the scrap tire diversion rate for California was 72.4 percent, a drop from the 74.5 percent of 2006. It has been flat for the past eight or nine years, Boisson said. The drop in 2008 was primarily due to a 23 percent decline in scrap tires diverted to civil engineering uses—primarily in landfills—as well as declines in tonnage going to alternative daily cover and tire-derived fuel (TDF).

It is expected that the diversion rate will drop again in 2009, due to the economic downturn and, more specifically, a fall-off in civil engineering uses and tires going to cement plants for TDF. Boisson said that there is some competition for ground rubber from Utah and British Columbia. While this hasn't been a huge "drag" on California processors thus far, it could be so in the future, he said. Ground rubber diversion

See **California** page 13