

Scrap Tire NEWS

Covering The News And Developments In The Scrap Tire Recycling Industry

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Oklahoma Passes Tire Fee Increase

On April 29, Oklahoma lawmakers passed HB1939, a bill that increases the current recycling fee charged on new tire sales by more than double, alters the way the tire funds are allocated and changes the name of the state's tire recycling law.

Prior to passage of HB 1939, tire fees were levied using a tiered system established by the 1989 Oklahoma Waste Tire Recycling Act. Under this system, drivers were charged \$1 per tire for tires with wheel diameters of 17.5 inches or less; \$2.50 per tire for those between 17.5 and 19.5 inches, and \$3.50 per tire for larger medium truck, agriculture and OTR tires. HB 1939 raises the fee to \$2.50 fee for every tire up to 19.5 inches. Fees for larger truck, agriculture, OTR and motorcycle tires remain unchanged.

See **Oklahoma** page 16...

ISRI Adopts Position Supporting Rubberized Asphalt

At its 2011 Convention and Expo in Los Angeles (April 6 to April 10, 2011), the Washington, DC-based Institute of Scrap Recycling Industries, Inc., (ISRI), approved a position statement that supports the efforts of federal, state and local governments to use rubberized asphalt in their road construction projects.

Additionally, the position statement encourages rubberized asphalt use as an environmentally friendly way to draw down the nation's stock of scrap tires currently stored in illegal tire piles across the country. Such tire piles are a contributing factor to the spread of diseases carried by insects. Eliminating this threat to human health and the environment has been a priority of the federal, state and local governments for decades.

"Rubberized asphalt is a proven material that has stood the test of time. It helps ensure scrap tires are recycled in an environmentally responsible manner and can provide enormous benefits for the driving public," said ISRI President Robin Wiener.

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ADOT Embraces Environmental Stewardship Role On Earth Day

As Earth Day celebrations unfolded across the globe last month, the Arizona Department of Transportation (ADOT) has made environmental stewardship a critical part of its mission every day.

Examples of the positive strides ADOT has made in this area include the use of rubberized asphalt, wildlife connectivity work in Northern Arizona and proactive efforts such as the Adopt-a-Highway program.

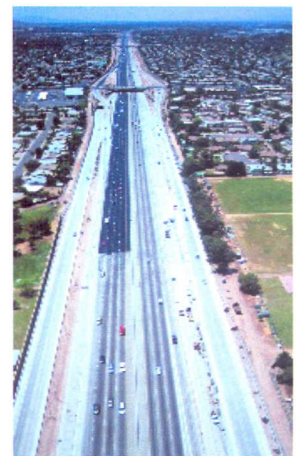
Rubberized asphalt has been used to resurface highways and city streets in Arizona for more than 20 years. In addition to being more durable than regular asphalt, rubberized asphalt helps eliminate land disposal of scrap tires and rubber.

Approximately 1,500 tires per lane are used for every mile of rubberized asphalt paving overlay applied at a depth

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ISRI is taking steps to encourage federal, state and local support for rubberized asphalt.



U.S. 60 is one of the Phoenix-area roads paved with rubberized asphalt.

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