

Scrap Tire Reuse Webinar
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Danielle Bouas

Scrap Tire Management in Rural Areas
Michael Blumenthal, Vice President, Rubber Manufacturers Association
Michael@rma.org
www.Scraptire.org

- I. RMA
 - a. Started in 1990
 - b. Works with the government, scrap tire users and general public to accomplish its mission.
- II. Scrap Tires in Rural Areas
 - a. Small scale generation of scrap tires
 - b. Less frequent collection
 - c. Insufficient numbers for large scale markets
 - d. Ample space to dump
 - e. Mostly stockpiled, found in open areas
 - f. The majority of large stockpiles are found in rural areas
 - g. Mosquito infestation is a major concern
 - h. Fire is a major concern because of lack of resources to fight the fires
 - i. Residents and local small governments can become victim to “dreamers and Schemers”
 - i. Will approach counties with “win-win” opportunities
 - ii. Will promise jobs and tax revenue
 - iii. Will ask for donation of land and/or tax relief
 - iv. Claims technology can “solve all their problems.”
 - v. Results in new stockpiles being formed and loss of funding
- III. Possible Solutions
 - a. Tires should be collected at landfills
 - i. Portable shredders can be brought in
 - ii. There are five possible applications that can be used at landfills
 - iii. Can save and reduce cost
 - iv. Impacts of land filling scrap tires
 - 1. No environmental issues to shred tires (+)
 - 2. Least cost (+)
 - 3. gets rid of the problem of stockpiles (+)
 - 4. No end use market (-)
 - 5. Disallows market to develop (-)
 - b. Develop local collection capacity
 - i. Pick-up dumped tires/possible drop off site
 - ii. Needs critical mass for applications
 - iii. Use tire in road construction
 - 1. Frost protection
 - 2. Side slope stabilizers (whole tires)

- 3. Lightweight backfill
 - 4. Embankment fill
 - c. Buy recycled products
 - i. Mulch
 - ii. Playground cover septic field drainage
 - d. Do regional projects
 - i. Gains economy of scale
- IV. If dumping is a problem
 - a. Alert law enforcement officials
 - b. Contact state regulatory agency
 - c. Have amnesty days at local landfills
 - d. Use local tires for projects: publicize project
 - e. Talk to retailers
- V. RMA Resources
 - a. Training courses
 - i. Tire shreds used in landfill construction
 - ii. Tire shreds used in road construction
 - iii. Use of TDF
 - iv. Scrap tire fire prevention/fire fighting tactics
 - v. RMA presence at public hearing/meetings
- VI. Contact Information
 - a. Michael Blumenthal, Rubber Manufactures Association
 - b. 1400 K Street NW, Washington, DC 20005
 - c. 220-682-4882
 - d. Michael@rma.org
 - e. www.scraptire.org

Identification of Nonhazardous Secondary Materials that are Solid Wastes
 George Fason, US EPA Office of Resources Conservation/Recovery, Permits Branch
<http://www.epa.gov/waste/nonhaz/definition.htm>

- I. Topics
 - a. Background on the rulemaking
 - b. ABORM
 - c. Schedule
- II. Background
 - a. Scrap tire, used oil, biomass and coal refuse are examples of materials assessed in the rulemaking
 - b. Units combusting the material include boilers, cement kilns, process heaters
 - c. Estimate 196,00 units in all
 - d. Materials determined to be solid waste and burned combustion units are subject to CAA 19 requirements
 - e. Solid waste definition to be determined by Administrator according to RCRA

- f. CAA 129 thought to be more stringent
 - i. Limits for 9 specific pollutants
 - ii. Management requirements
 - g. Stigma attached to being solid waste incinerator?
 - h. Effort is a result of 2007 DC Court of Appeals ruling vacating and remanding commercial and industrial Solid waste Incineration Definition Rule and Boiler MACT Rule
- III. ANPRM
- a. Published January 2, 2009
 - b. Identifies 2 key factors for solid waste determination
 - i. Whether material has been discarded
 - ii. If discarded, has it been processed to produce a legitimate fuel
 - c. Lays out criteria for legitimacy
 - d. Categories of materials in ANPRM not considered to be a solid waste include;
 - i. Traditional fuels
 - ii. Secondary materials used as legitimate fuels not previously discarded
 - iii. Discarded secondary materials processed into legitimate fuel
 - e. Whole tires from tire piles fed to combustion units would be a solid waste under ANPRM
- IV. Comments on ANPRM
- a. State need to be concerned with management of materials before arrival at combustion site
 - b. States want to promote beneficial use
 - c. Regulating whole tires as solid waste when burned as fuel could disrupt recycling markets?
 - d. One commenter representing over 100 environmental groups stated the approach is not consistent with RCRA and CAA requirements
- V. Issues to be Considered in Proposal
- a. Impact the rule will have on states' ability to implement their own solid waste management programs
 - b. Whether material that have been discarded can be adequately processed to convert the materials into a non-waste product
 - c. Whether the rule could preferentially promote combustion of secondary materials over traditional recycling activities
 - d. Whether the rule will impact communities with environmental justice concerns
- VI. Schedule
- a. To be signed into effect by April 15 together with boiler MACT and CISWI rulemaking

EPA's Resource Conservation Challenge (RCC) Scrap Tire workgroup
Mark Schuknecht, EPA Scrap Tire Workgroup Coordinator
Elizabeth Hoover, Arkansas Department of Environmental Quality

- I. RCC Scrap Tire Workgroup
 - a. Three goals
 - i. Prevent Pollution and promote reuse and recycling
 - ii. Reduce priority and toxic chemicals in products and waste
 - iii. Conserve energy and materials
 - b. Began in 2003 as one of 4 RCC pillars (IMR)
 - c. Collaboration of
 - i. 85 members
 - ii. Federal, state, industry and academia
 - d. Works mainly via
 - i. Conference calls
 - ii. E-mails
 - iii. Annual meetings
 - e. RCC scrap tire workgroup accomplishments
 - i. Diverted 85% to beneficial uses by 2008
 - ii. Remediated 55% of the remaining tire piles by 2008
 - f. Scrap workgroup is made up of five committees
 - i. Goals
 - ii. Civil Engineering
 - iii. Ground Rubber
 - iv. Rubberized Asphalt
 - v. Tire Derived Fuel
- II. EPA Fact Sheet
 - a. Fact sheet on all of these committees can be found on the EPA's website