

Overview of Recycling Industry and Key Recycling Issues Affecting Materials Sustainability

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Scrap Recycling
Industries, Inc.



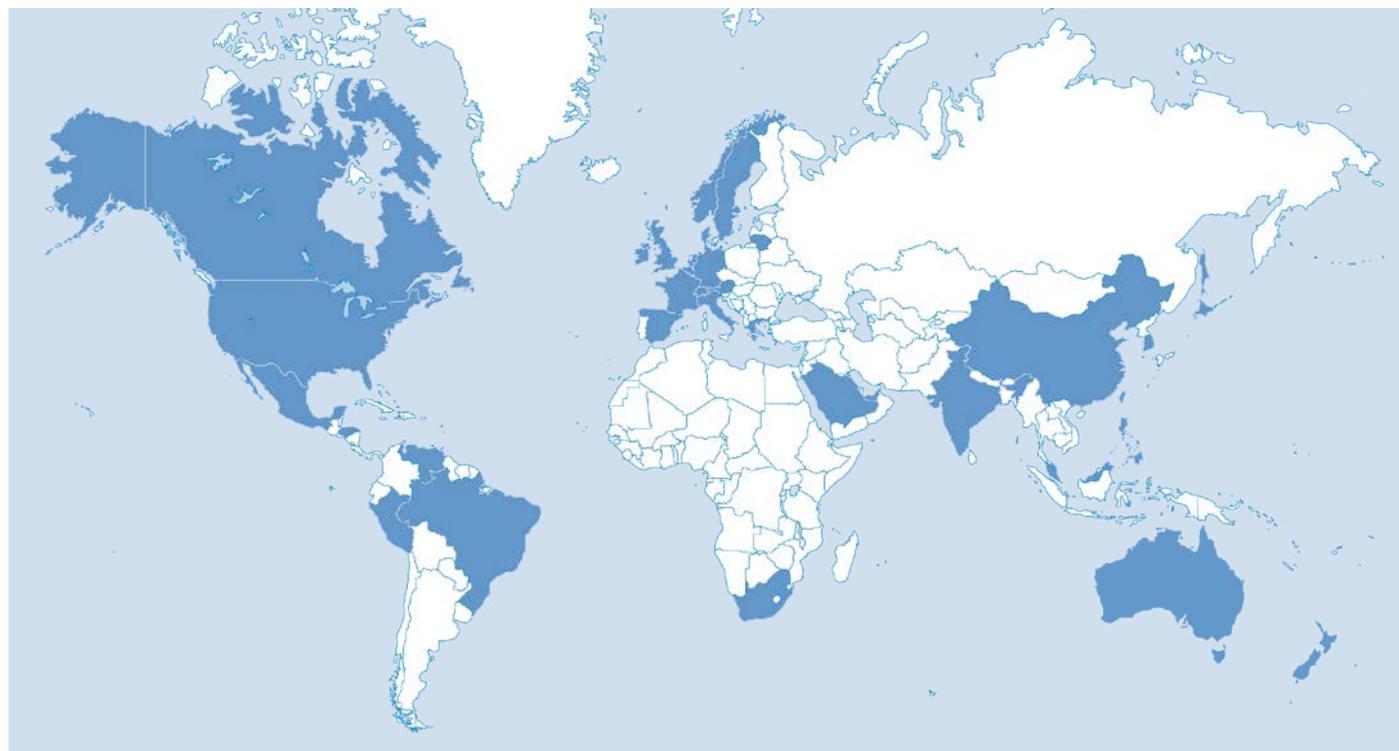
- ISRI
- Recycling Industry
- Recycling Characteristics and Challenges
- Summary

- *Voice of the Recycling Industry*
- Developer of Internationally Recognized Specifications

	Ferrous & non-ferrous metals		Plastics
	Glass		Electronics
	Paper		Rubber

Scrap Specifications Circular 2013	
Guidelines for Nonferrous Scrap	
Ferrous Scrap	
Glass Cullet	
Paper Stock	
Plastic Scrap	
Electronics Scrap	
Tire Scrap	
EFFECTIVE 10/25/2012	
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1,600+

Member
companies

6,000+

Recycling facilities
worldwide

30

Countries

- U.S. scrap industry committed to not just delivering plentiful volumes of scrap, but delivering high quality scrap for both our domestic & international customers in an environmentally responsible manner
- Technological advances have resulted in significant gains in scrap quality over the last several years.
- Design plays an important role.
 - Design for Recycling® -- Developed by ISRI in early 1980s
 - Designed to encourage manufacturers to consider end-of-life issues of their products at the design stage
 - Welcome discussions with manufacturers on DfR

Voluntary 3rd Party certification plays a critical role towards ensuring sustainable recycling

Recycling Industry Operating Standard™ (RIOS™)

- Developed by ISRI
- Voluntary, comprehensive quality, environmental, and health & safety management system that integrates the key elements of ISO 14001, ISO 9001, and OHSAS 18001
- Accredited certification program supported by the ANSI-ASQ National Accreditation Board (ANAB)



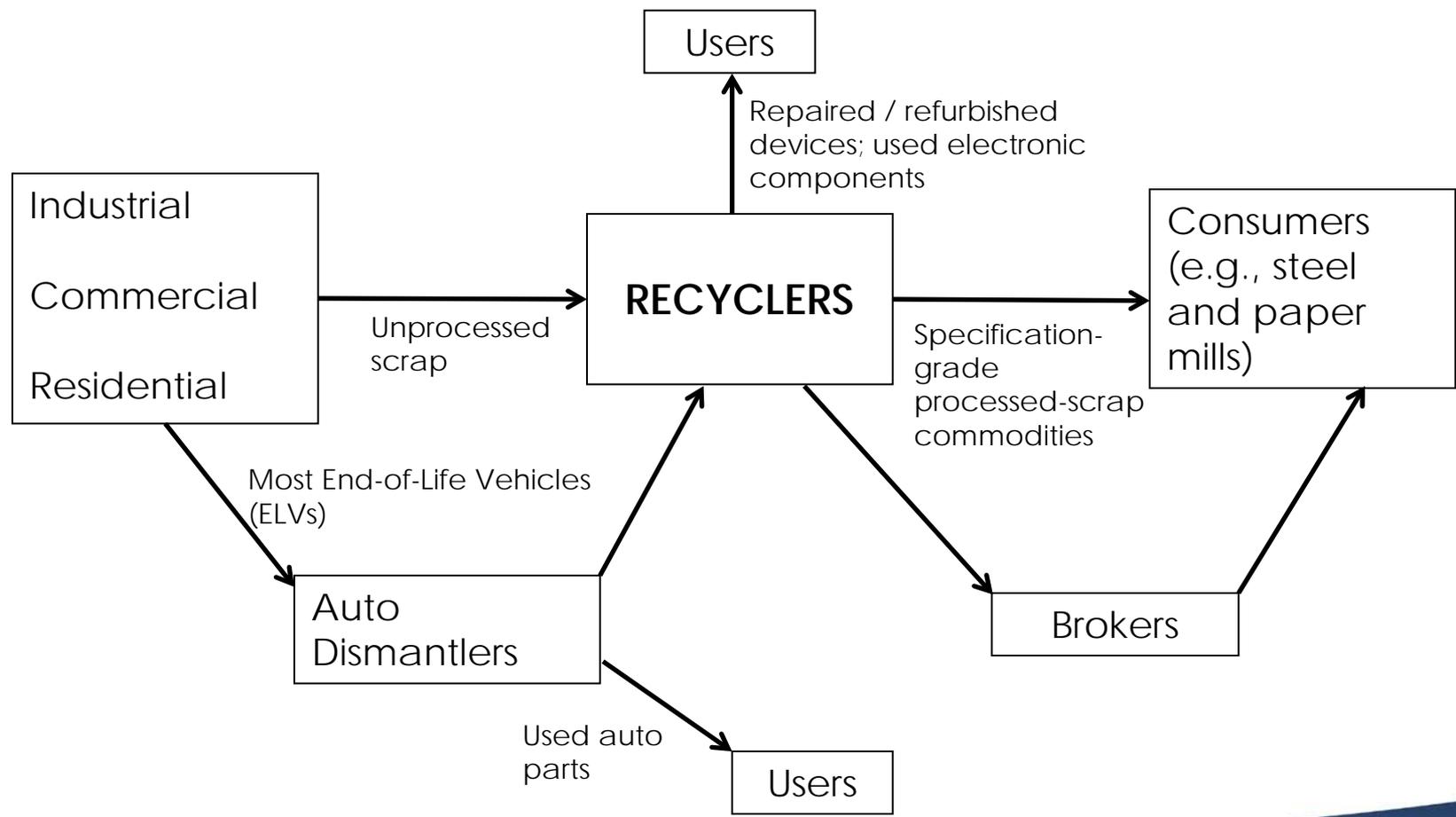
R2/RIOS™

- Combines the Responsible Recycling Practices ("R2"), developed by stakeholders and U.S. EPA, with RIOS™



- Inputs (Secondary Material)
 - Industrial, commercial, residential scrap
 - Obsolete / end-of-life scrap
 - Obsolete / end-of-life consumer products
- Processing — Almost exclusively mechanical
 - Shearing, baling, chopping, shredding, sorting, etc.
- Outputs (Products)
 - Specification-grade processed-scrap commodities
- Regulated as any other manufacturers, except potentially for Inputs and Outputs

Simplified Material Flow Chart



Processing Equipment – Shredder



Processing Equipment – Baler



Processing Equipment – Mobile Shear



E-Recycling Equipment – Refurbishment and Repair



E-Recycling Equipment – Shredding Technology



E-Recycling Equipment – Vibrating Feeder & Screen



E-Recycling Equipment – Sorting and IR Technology



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2012 Statistics

Total Processed (million metric tons)	135
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Value of Materials Processed (Billion US\$)	90
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Commodities (million metric tons)

Iron and Steel	75.2	Paper	46.4
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Aluminum	5.4	Plastics (bottles only, 2011)	0.73
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Copper	2.0	Electronics (2011)	4.4
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Lead	1.2	Tires (est., 2011)	1.0
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Zinc	0.24		
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- Scrap is the 1st link in the global manufacturing supply chain, meeting more than 40% of industrial consumers' raw material needs annually worldwide.
- Scrap moves to where demand directs it, regardless of its original location.
 - LME started trading Cu in 1876, building on an already existing global market
 - Today: US exports scrap commodities to 160 countries (65% OECD/35% Non-OECD in 2011)

2012 Export Statistics

Total Exported (million metric tons)	47.3		
Value of Materials Exported (Billion US\$)	27.8		
Number of countries exported to	160		
<u>Exported Commodities (million metric tons)</u>			
Iron and Steel	20.0	Copper	1.2
Aluminum	2.0	Paper	20.2
Nickel, SS, Alloy	1.5	Plastics	2.0

- Higher value of secondary materials
- Economically efficient material separation
 - Consumer products designed for recycling or reuse
- Regulation of (unprocessed) materials and (processed) commodities as valuable raw material and products
 - “Scrap is not waste.”
- Regulation of recyclers as manufacturers
 - “Recycling is Not Disposal.”
- Economically accessible and viable markets for processed commodities

These factors help to move materials without specific collection.

- Regulation of secondary materials as “waste”
 - Reduces availability, value, mobility, and marketability
- “Patchwork” regulation across states
 - Impedes flow of materials to recyclers and commodities to markets
- Lack of information about materials delivered for recycling
 - Difficult to evaluate
 - No knowledge of any potential hazards
 - Potentially no process designed to recycle them
 - Potentially no recycling markets available
- Lack of available or accessible markets

- Constituents of concern (e.g., Cd, Pb, Hg)
 - Special handling/management
 - Potential environmental and health & safety (EH&S) impacts
 - Special regulatory requirements
- “Inseparable” materials, especially if “incompatible” (e.g., plastics/metal laminate and joined metals)
 - Difficult to process/separate and perhaps to identify
 - Reduced quality, value, marketability
- “Unidentifiable” materials (e.g., new/exotic alloys and composites)
 - Difficult to categorize/process/sort properly
 - Reduced quality, value, marketability
- Greater numbers of materials at lower concentrations
 - Less efficient separation

These reduce efficiency and increase costs.

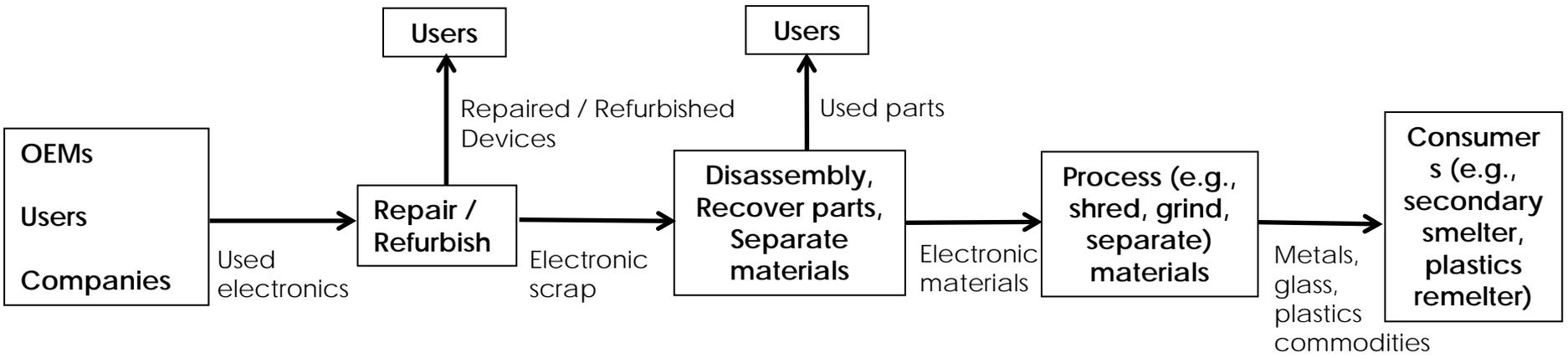
DfR policy to increase recyclability of consumer durables:

1. Making consumer products recyclable
2. Reducing environmental risks from consumer products
3. Controlling special environmental problems
4. Assistance to manufacturers of consumer durables

- Feedstock: ELVs, small appliances, metal scrap
 - Preparation needed to minimize potential problems (e.g., batteries).
 - Average ELV > 10 years old
 - Most ELVs arrive from auto dismantlers already prepared
- Shredders / Hammermills for size reduction to fist-sized pieces
- Magnets to separate ferrous metal as commodity
- Eddy current machines (or heavy media) to separate nonferrous metals as commodities
- Remaining non-metallic material currently to landfill, but potentially recyclable
 - Recycling of certain plastics on the horizon

- New and emerging vehicle types (to be recycled in the coming years)
 - Hybrid vehicles (e.g., hybrid batteries)
 - Electric vehicles (e.g., electric motors and batteries)
- Composition / Design of new vehicles
 - Continuation of current design issues (e.g., undeployed airbags)
 - New alloys
 - New composites
 - New components
 - New constituents of concern
- Adapting / evolving recycling technologies and infrastructure
 - Currently designed for older vehicles

Simplified Material Flow



- Design of new electronics devices
 - Designed for repair?
 - Designed for disassembly?
- Composition of new devices
 - More elements/materials in low concentrations?
 - New composites
 - New constituents of concern
- Markets for used devices and components
 - Short product lifecycles
 - Short market lifecycles
 - Availability and accessibility

ISRI recognizes the need to help its members with upcoming recycling challenges and looks forward to working with other stakeholders in achieving sustainable recycling and sustainable materials.

Thank You



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