

Border Scrap Tire Group - Meeting Minutes

February 27, 2007

Austin, Texas

Welcome Remarks

Rick Picardi, EPA Headquarters

- This is the 2nd meeting of U.S. – Mexico Scrap Tire Group
- Through the Border 2012 Program, the Border Scrap Tire Group was formed, but it is broader than a Border 2012 Program workgroup.
- Let others know of the Border Scrap Tire Group if you think they'd be interested in joining the group.
- The group brings together folks who are working on border scrap tire issues so that they can collaborate together and not duplicate efforts.
- Big focus for the future of this group is working on developing scrap tire markets.
- Prevention is the long term solution and to prevent the tire piles we need to develop markets.
- Very encouraged by the progress made in the tire work on the border. So many folks working on it, is a really good sign. Mexican's are really getting the tire piles cleaned up – commended Mexican's.

Scrap Tire Initiative

Rick Picardi

- After initial border tire efforts realized that we need a framework that would guide the scrap tire work. U.S. and Mexico collaborated and developed the Scrap Tire Management Partnership Initiative document as that framework.
- Hopefully it will be helpful to you in your work on tire issues.
- Next steps – seek funding and develop markets

Emily Pimentel, EPA, Region 9

- Emily is proposing a next step of consensus of the adoption of the U.S.-Mexico Scrap Tire Management Partnership Initiative plan by others outside of EPA and SEMARNAT.
- Through a process of consensus –we have a binational commission at this meeting.
- Basic principles of the Initiative we're taken from U.S. Rubber Manufacturers Association (RMA)– why recreate the wheel.
- Everyone agrees that they can support these basic principles. Idea that those that could contribute to the creation of scrap tire management plan for States and municipalities.
- Take this document with you and share these ideas with others – goal = states and municipalities will agree to the framework sign onto this – and each of the states and municipalities will adopt these and
- Framework for action in the future

Summary Action Plans

Ellie Kanipe, EPA Headquarters

- The Summary Action Plans contain scrap tire projects that are occurring throughout the border region.
- Agreed to develop the summary action plans at the last Border Scrap Tire Group meeting.

- The purpose of the summary action plans is inform interested parties of border scrap tire management activities, identify scrap tire management areas that need to be addressed and solicit support, and plan for future efforts by using the results of past efforts.
- Thanks to those who have contributed to the summary action plans.

Border Scrap Tire Pile Inventory

Rick Picardi, EPA Headquarters

- Working with Tetra Tech and final draft is complete
- Used GIS mapping
- Please tell Rick if anyone knows of other tire piles
- It is a living document
- Will be adding tire piles and updating with what has been accomplished
- One of the products of this project is a map of the piles
- Would like to get further data from New Mexico
- We do not have data for Texas yet
- The number of tire piles on each side of the border once we have that information are expected to be similar
- Paul Ganster – USGS and --- did lots of work on TX tire piles and SERP all have done a lot of work on satellite – we should see if they can add to this
- Emily – University Texas is already working on this
- Paul H. – limited site of scope – only in the US side. Not too clear on the clarity of tire pile pixels
- New Mexico – has already paid for the clean-up of lots of tire piles = Toni Duggan doesn't know about other tire piles in New Mexico that aren't on the pile inventory.
- Rick – aerial photography requires a lot of funding – not clear to what extent we can do this in the future
- Alison Siwik is looking at tire piles this weekend.
- Robbie Snowbarger – satellite imagery exist from DOD and DHS
- Allan Lassiter – State of VA did this all by hand without satellite – still finding them now – 20 years later Therefore – really important to use satellite imagery
- Emily – within municipalities – would appear that there are only few piles per municipalities. Can we get a commitment from the border municipalities to let us know? Just from what people already know
- Rick – identifying piles by talking to local, state and university officials is the likely path forward because it is the cheaper route
- Emily – use portable GPS?
- Alan – in the U.S. municipalities won't do the work for us – they expect the states to do it. Civil air patrol did a lot of our work for us. 2/3rds of our tires were found through game (hunting and fishing) patrol.
- Portable GPS is a good idea – Reynaldo Rojo is doing field work a lot and he will keep his eyes open and will tag onsite tires
- Emily – municipalities can do work too besides states – try to use the resources that we have – put it on the radar for them to do while they are on their patrols etc... just getting it on the check list of information that we need to get.
- Need to establish a definition of a 'tire pile'. What is the minimum tire pile amount to be categorized as a tire pile.
- Terry Gray – thinks that cities are really wanting to do this – it's just a matter of funding
- Toni – New Mexico – 250 scrap tires = tire pile

- Texas = 500 = to be a tire pile
- Luna County has cleaned up a giant tire pile that was in a wetland
- Wes Marx = problem – not able to go into gated communities

CLEAN-UPS along the border

Robbie Snowsberger = Dallas – Region 6

- 350,000 in Juarez pile cleaned up, is a joint clean up – funds are nearly equal between the EPA and SEMARNAT – this is going well
- Matamoros/Brownville – over 100 people attended meeting last year- project proposals for grants that all have a strong key of collaboration for clean-up there
- Hector Chavez of Eagle Pass is doing great work
- Hector – thank SEMARNAT and EPA – feel very confident that we'll be able to eliminate these piles. We need to find a way to fund some of these tire clean-ups. State has to mandate advanced funding fee.
- Emily Pimentel - worked with Mexico to clean up two piles in Mexicali area and now working on San Luis – expect to get started on that in the next 3 months. Cleanup in Mexicali – were permitted by the municipalities = future scrap tires will be managed more appropriately and are now trying to develop that market
- Daniel Chacon – BECC contract to remove several tires piles throughout border. Charge 7% but now at this time we are 0%! And will continue to provide money for around the border.

Senator Elliot Shapleigh of Texas –

- Product of this coordination = these environmental issues do not get the attention they need. 1997 is the first scrap tire meeting he went to. Sustained change doesn't happen. Scrap tires is an economic phenomena. He is Vice Chair of Border Legislative Conference and represents El Paso. Provided an overview of BLC
- Over the last 4 years BLC been working on tire pile issues.
- Would be useful to have harmonized regulations for scrap tires – increase penalties and encourage legislators to have a strong ??
- Encourages gasification plant in border communities that could use scrap tires
- BLC participates in Border 2012 Program and while efforts made in this area, it continues to be a challenge. One issue is the three year term limit in Mexico, and in U.S. it is difficult to find legislators who find this as a priority. BLC views that it is key to participate in Border 2012 Program. The problem of tire piles is continuing to increase. In 2005 Senator Ducheny, included specific border activities of the goals of U.S. EPA Resource Conservation Challenge (RCC) . The passing of this in CA provides for other border states to do so too. We have just begun to scratch the surface.

Dialogue between Border Scrap Tire Group participants and Senator -

- Recycling fee allows CA to have success – hopefully Senator would look into the reimplemention of the TX recycling fee
- Senator - Incentives program needs to be used and addressed. Real direction is needed to use economics and develop markets to deal with tires. Stop doing regulatory documents and instead start doing something about it
- In Juarez we don't have plants for thermolysis - power generation plant. There isn't enough money - we must find a way for those communities to start these programs

- Lillian Conroe – does your office have a draft report by CIWMB – will give to Senator
- Lillian Conroe – California Integrated Waste Management Board
5 year plan - we must report to legislative body on what we are doing.
Non-competitive grant with San Diego – they are allowed to go across the border – they are doing outreach.
 - 500 tires or more we regulate.
 - Give money to cities and counties
 - We don't have staff to cover the entire area
 - Go to CIWMB website to find the 5 yr plan
 - New bookmarkers for our haulers – in English and Spanish
 - More training with Mexican tire haulers
 - New surveillance cameras near reservations so that we can find who is dumping tires on tribal lands
- When buy tire, administrative complaints because all of that money goes to tire fund. That is where grant money comes from – tire facilities have to pay a fee to the state

Terry Gray - Presentation on U.S.-Mexican Scrap Tire Management Experiences Handbook

- Idea is to help uninformed parts of Mexico and the U.S. gain by learning from past mistakes. Shared the brief summary of what the project will involve.
- Described what is involved in successful programs – need a funding mechanism. EPA isn't going to be the funding mechanism for long term solution. Funding source of the tires coming in, but fee on those tires of 1 dollar. Really looking at revenue generation
- We have good and bad examples in the states and we're only going to include the good examples. Energy utilization. – there isn't only one solution. First draft of the civil engineering chapter complete. First draft of energy utilization chapter is complete. All draft chapters expected in the next 4-6 weeks. We are making progress.

Locating and Inventorying Waste Tires Using Aerial Photography and Satellite Imagery

- Challenges working though – will just take time. One of the software companies is helping them. Preparing manuals as we speak.
- Catherine Huybrechts – Endpoint Environmental – NASA would not be a source of imagery. Sharing imagery doesn't happen. Cost sharing with other environmental issues would be a possibility. Spoke of her project. Have imagery on the CA/Mexico border.

Market Development - RMA – Michael Blumenthal

- Technical programs – cross border market development program – last week in April in Columbus and Albuquerque, New Mexico and in June for San Diego area. Texas wants to do others in eastern portion of state.
- Will talk about market development – developing business plan, how to process tires and cost considerations etc.
- Is interacting with different state agencies

DISCUSSION to move forward to develop markets on the border area.

- Cut, stamp and punch options
- Civil engineering options
- Key – need to be affordable in the border area
- Website – if there would be a website with a directory so that we could know what already exists with regards to the market. Perhaps the universities could find out about it.
- RCC is putting a lot of information onto websites – reviews of specific articles to allow you go read through these things – compendia of these documents on the RCC website. Some of it maybe put in Spanish. Developing the information and making it accessible for everyone.
- Martin Bremer - we need to make solutions more systematic. How much can take per year? And how much they need in investment cost? Guidelines for communities
- Toni – different communities have different needs and resources. Really depends on the place and transportation issues have to be addressed.
- Doug Carlson – Rubber Pavements Association – often times look at the unit cost and put the appropriate ?? in line – brack???
- In Mexico, at local government level we don't want to pressure or don't apply the legal importation of tires. The Mexican problem is that we don't have money. The process is the importation of tires. Mexicans want tires to be legal – not want to have to bribe. Would prefer to pay taxes as opposed to paying bribes.
- Having a local fee is more efficient. We need the funds that is the key.
- Disagree comment – fee will not stop problem. Used tires are a need in Mexico. There is a need of tires in their market. Cost of new tires cost more in Mexico than in US. What is needed is local fees.
- Wasn't there something similar years ago?? I believe to import tires we need to finish the tires we have in Mexico – why don't get rid of the tires we already have in Mexico.
- We need a permit that will allow to import. They have been suspended. The local government is in charge of solid waste. In Juarez, about 70 percent of cars are old cars and old tires. Can't stop the importations. tire dealers to pay taxes
- Can come up with a lot of solutions for tire problems – chose wisely what your solutions are...(referring to Florida reef situation)
- Determine what are other countries doing with scrap tires.
- Rick - It's a good idea to do research on what other countries are doing. Japan would probably be a good country to look at.
- Terry - has data on Europe and Japan. Similar to what is happening in the U.S. Europe uses more crumb rubber than U.S.. Japan uses more tire-derived fuel than U.S.
- Mike Lindner – TCEQ - recycling market development - working to develop the market for tires.
- RMA – depends on how much money have or don't have. Every market out there has a detractor and urban myths. Some people think that rats eat rubber!
- Alan – suggested that people come to the RCC meeting tomorrow.
- Jim - building projects - slope applications – Tijuana is a city of hills – use tires – point is what is a good market in US may not be good for Mexico.
- Elva Denisse Varela-Olivas - Must do the best we can with what we have. Don't think the problem is the import/export issue – the design and composition of the tire itself is what needs to be changed. Why don't we make tires that last a hundred years? Technical development – we can do so much – why not make a tire that lasts longer?
- Why don't we think of other things that we can make use of out tires?

Emily Pimentel– all of these markets have been created out of necessity. The "producer responsibility" is a concept that is already being practiced in Europe, and is a concept that requires more dialogue.

Ideas for next steps forward

- Work with Ten Border States – come up with mechanisms and programs that might be useful across the border.