

Maryland's Scrap Tire Program



Annual Report for Fiscal Year 2003

Report for the
Senate Education, Health and Environmental
Affairs Committee
and the
House Environmental Matters Committee

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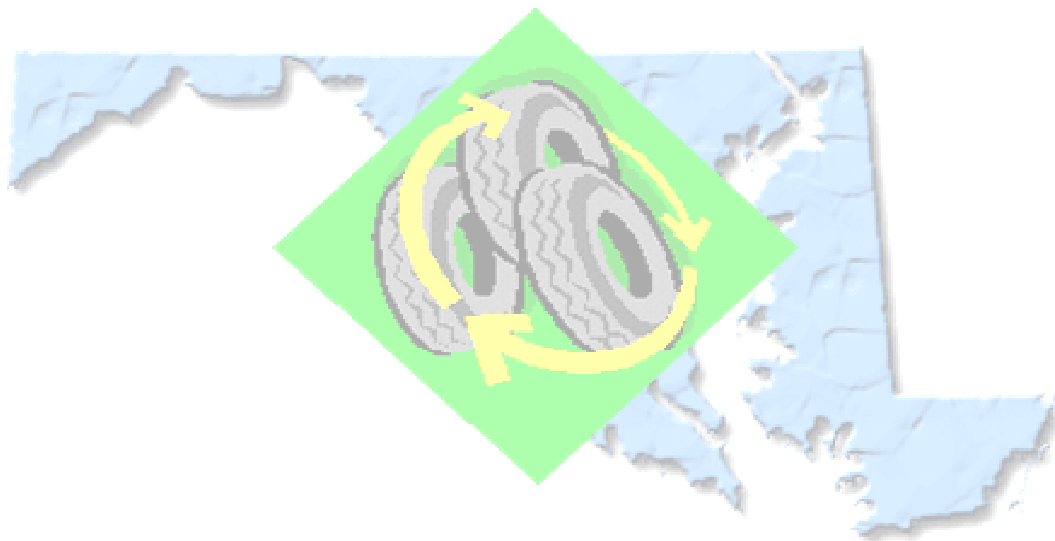
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Executive Summary

This document is the Fiscal Year (FY) 2003 Scrap Tire Annual Report as required by Environment Article, Section 9-275(b) and prepared for the standing committees of the Maryland General Assembly. The report addresses Maryland's Scrap Tire Program activities as undertaken by the Maryland Department of the Environment (Department) and the Maryland Environmental Service (MES) from July 2002 through June 2003 and describes future activities for the coming year.

FY 2003 Objectives And Accomplishments

In keeping with the stockpile cleanup and tire recycling objectives as directed by the Act, the Department's FY 2003 priorities were:

- ❖ In accordance with guidance from the year 2000 Maryland legislative session, accelerate the expenditure of funds in the State Used Tire Cleanup & Recycling Fund (Fund) to clean up remaining illegal scrap tire stockpiles; in conjunction with MES implement scrap tire projects to reduce, recover, and recycle scrap tires; and to expand the scrap tire recycling system on a regional basis to provide additional processing and recycling capacity to manage more effectively the ongoing generation of tires.

Accomplishments –

- Through continued scrap tire projects on stockpile cleanups, the Fund balance was reduced to an ending balance of \$3.1 million in FY2003 from \$3.3 million 7% reduction.
- A total of 3.2 million scrap tires were processed by Maryland licensed scrap tire facilities. Approximately 70% of these tires were recycled while the remaining 30% were used as supplemental fuel in cement plants and waste-to-energy facilities.

- ❖ Pursue the cleanup and recovery of illegally stockpiled tires through administrative and State-initiated measures.

Accomplishments –

- Since the inception of the Scrap Tire Program in 1992, over 7.8 million scrap tires have been recovered from stockpile cleanup sites.
- 62 illegal scrap tire stockpile sites were cleaned up in FY 2003 and approximately 279,000 tires were recovered and recycled.
- Approximately 77% of all stockpile site cleanups accomplished in FY 2003 were achieved by using administrative means, allowing responsible property owners to perform their own cleanups.

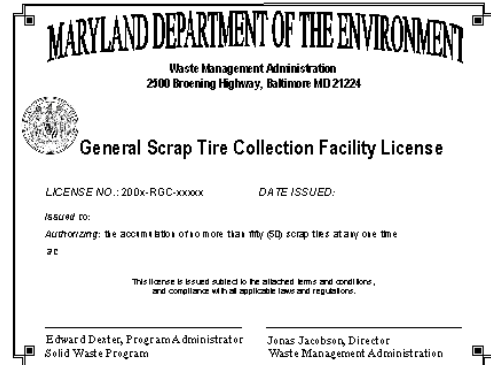


- ❖ Additionally, the Department continues to review and take action on all scrap tire license applications and renewals within designated approval times.

Accomplishments –

- A total of 335 new scrap tire licenses were issued, primarily for scrap tire collection facilities and scrap tire haulers.
- A total of 90 scrap tire licenses were renewed, all for scrap tire collection facilities and scrap tire haulers.

- At the end of FY2003, there were a total of 3,064 valid Maryland scrap tire licenses.
- Over 1,000 scrap tire site inspections/investigations were performed.



Financial Statement Summary*

The Fund, as authorized by the Environment Article, Section 9-275, provides the funding for administration of the Scrap Tire Program. In FY 2003:

- The Fund generated fee revenues of: \$ 2,200,355.35
- Scrap Tire Program Expenditures by the Department and MES totaled: \$ (4,395,888.40)
- The Fund balance at the end of FY 2003 was: \$ 3,096,871.70

*See Table VI for additional detail

FY 2004 Objectives

The Scrap Tire Program’s Objectives for the coming year include:

- ❖ Continue to pursue the cleanup and recovery of the remaining scrap tires from Maryland stockpiles through administrative and state-initiated measures.
- ❖ Ensure implementation of procedures established in coordination with the Maryland Department of Health and Mental Hygiene (DHMH) and the Maryland Department of Agriculture (MDA) for the expeditious and timely cleanup of scrap tire stockpiles that have a high mosquito infestation concern.
- ❖ Expand the Scrap Tire Recycling Facility system to further increase capacity for dirty, difficult to dispose of tires.
- ❖ Review and take action on all scrap tire license applications and renewals within the standard approval times.

Introduction

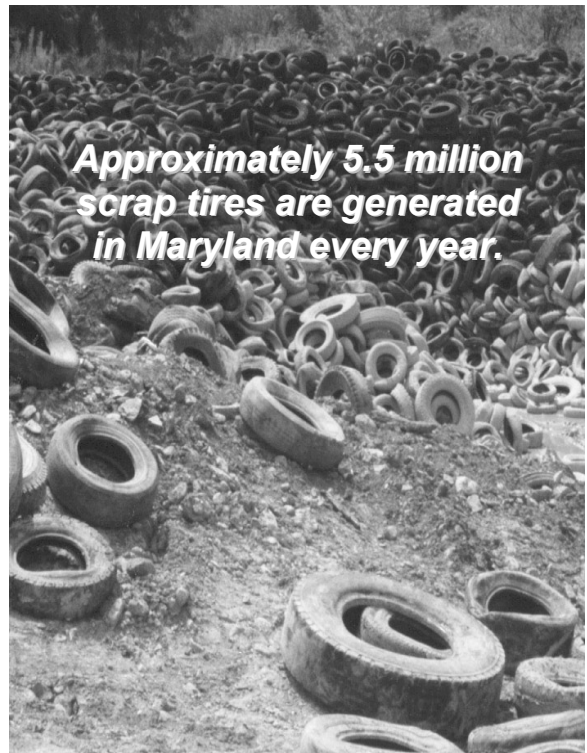
This report has been prepared for the Senate Education, Health, and Environmental Affairs Committee and the House Environmental Matters Committee as required by the Scrap Tire Law to advise the Standing Committees of the progress the Department is making in implementing the law and ensuring the proper management of scrap tires in Maryland. This report is structured to include additional information about the program and future activities.

The Scrap Tire Recycling Act established a mechanism for the cleanup of scrap tire stockpiles and for the collection, transportation and recycling or processing of all scrap tires that are generated annually in Maryland. The Act established the Scrap Tire Cleanup and Recycling Fund (Fund) as the funding support for the Scrap Tire Program.

- ❖ The Department uses the Fund for administration of the program, licensing activities, stockpile cleanups, enforcement/compliance, remedial actions, and for the development and distribution of public information concerning scrap tire issues.

- ❖ Under the Department's authorization, MES may use portions of the Fund to implement and oversee programs established as part of a Scrap Tire Recycling System and other projects that reduce, recover and/or recycle scrap tires.

Since the inception of the Act, the Scrap Tire Program's responsibilities have included licensing, compliance, and enforcement activities for scrap tire collection, recycling/processing and tire derived fuel facilities, and haulers.



Scrap Tire Stockpile Cleanups

The cleanup goal for FY 2003 was the continued clean up and recovery of the 2.1million scrap tires identified in stockpiles at the end of FY 2002, along with those tires which may be newly identified from stockpiles during the year.

In order to achieve this goal, the following strategies were undertaken:

- The initial employment of administrative procedures to persuade property owners to remove stockpiles using their own resources;
- Use of the Fund to cleanup stockpile sites only when administrative efforts were unsuccessful; and
- Targeting efforts toward eliminating the larger scrap tire stockpile sites (over 5,000 tires).



Cleanup Accomplishments in FY 2003

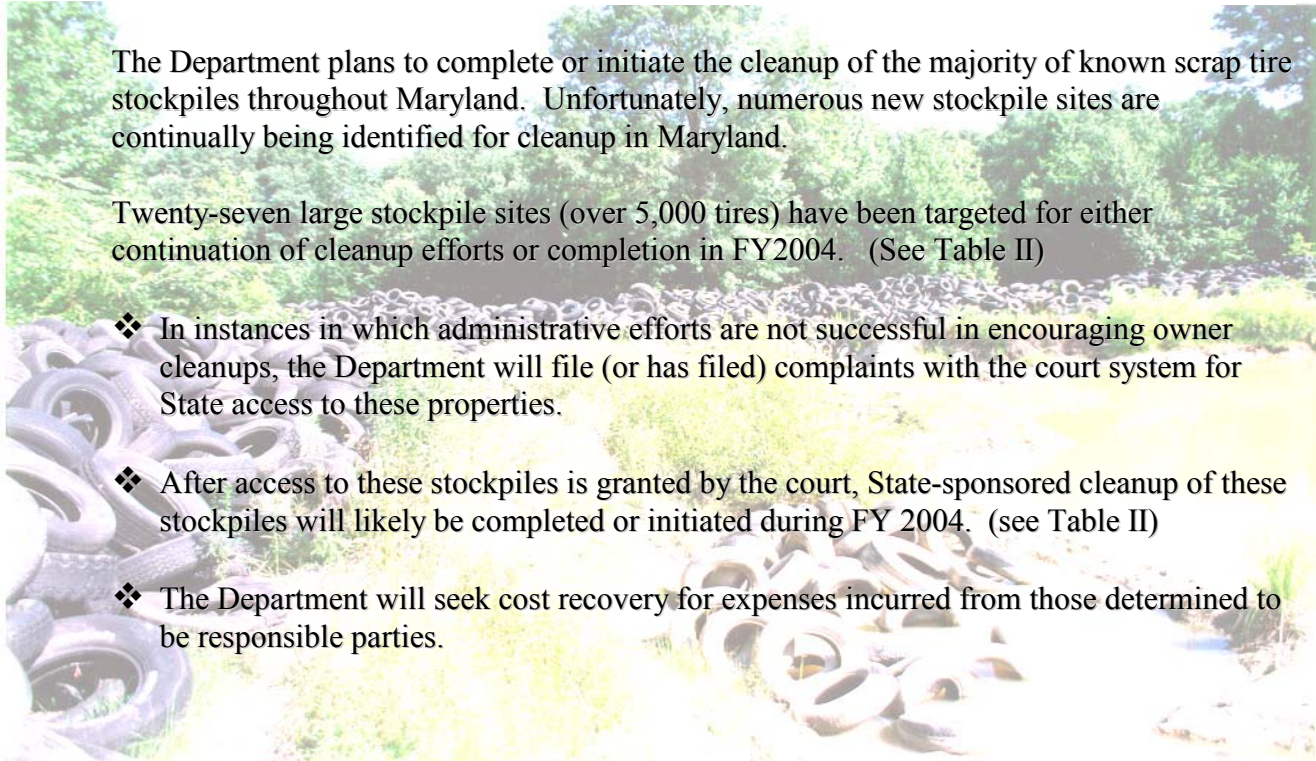
- ❖ Since the inception of the Scrap Tire Program in 1992, over 7.8 million scrap tires have been recovered from completed and ongoing stockpile cleanup sites.
- ❖ During FY 2003, the Scrap Tire Program successfully completed clean up of 62 illegal scrap tire stockpiles, consisting of approximately 279,000 scrap tires. These sites were located in 18 of the State's 24 jurisdictions and ranged in size up to 90,000 tires. (See Table I)
- ❖ Much of this scrap tire stockpile cleanup success occurred without using the Fund. Seventy seven percent of all stockpile abatements completed in FY 2003 (48 out of 62 completed stockpile cleanups) used the administrative approach. The remaining 14 sites for which cleanup was completed in FY 2003 (23 % of the stockpile abatements) were conducted using the Fund for cleanup activities. Cost recovery is being pursued for these sites.



Table I
Stockpile Cleanups Completed in FY 2003

Site Name	County	Number of Tires
Jordan/Oakville	Prince George's	90,100
Jackson Tire/Forestville	Prince George's	46,700
Howard/Crisfield	Somerset	21,500
Insley/Cambridge	Dorchester	20,750
Buchanan/Denton	Caroline	10,400
Eastern Corporation/Federalsburg	Dorchester	10,000
R.L Jackson/Port Deposit	Cecil	10,000
Route 301/Brandywine	Prince George's	10,000
Wilmer Park/Brandywine	Prince George's	10,000
Myers/Baltimore	Baltimore	7,200
Various smaller sites	---	<u>42,350</u>
	Total	279,000

Stockpile Cleanup Actions Planned for FY 2004



The Department plans to complete or initiate the cleanup of the majority of known scrap tire stockpiles throughout Maryland. Unfortunately, numerous new stockpile sites are continually being identified for cleanup in Maryland.

Twenty-seven large stockpile sites (over 5,000 tires) have been targeted for either continuation of cleanup efforts or completion in FY2004. (See Table II)

- ❖ In instances in which administrative efforts are not successful in encouraging owner cleanups, the Department will file (or has filed) complaints with the court system for State access to these properties.
- ❖ After access to these stockpiles is granted by the court, State-sponsored cleanup of these stockpiles will likely be completed or initiated during FY 2004. (see Table II)
- ❖ The Department will seek cost recovery for expenses incurred from those determined to be responsible parties.

Table II
Large Stockpile Cleanups Ongoing in FY 2004

Site Name	County	Initial Number of Tires
Boehm/Crownsville*	Anne Arundel	301,125
Hodge/Northeast	Cecil	250,000
St. Mary's County/Sandgates*	St. Mary's	159,880
Morgan/Mechanicsville*	St. Mary's	150,000
Millenium Unlimited Recycling/White Hall	Baltimore	112,000
Tucker/Bowie	Prince George's	100,000
Schultz/Denton	Caroline	78,500
Tyler Towing/Clarksville	Howard	50,000
Polvi/Brandywine	Prince George's	50,000
Bay Country Campground/Rock Hall	Kent	25,000
Sachs/Linthicum	Anne Arundel	25,000
Easton Auto Parts/Preston	Caroline	21,000
A Plus Auto Recyclers Inc.	Baltimore	20,000
Miller/Churchton	Anne Arundel	16,000
Johnson/Sunderland*	Calvert	10,700
Bank's Auto Recyclers/Conowingo	Cecil	10,000
Auto Wreckers/Edgewood #2	Harford	10,000
Palmer State Park #1*	Harford	9,000
Palmer State Park #2*	Harford	8,100
DeLeonibus/Davidsonville	Anne Arundel	7,000
Auto Wreckers/Edgewood #1	Harford	7,000
Brown's Auto Parts/White Hall	Baltimore	6,000
Bragg/Hughesville	Charles	5,000
Reynolds/Joppa	Harford	5,000
Christensen Auto/North East*	Cecil	5,000
Szymanski/Rock Hall	Kent	5,000
Wood/Bel Air	Harford	<u>5,000</u>
<i>Total Tires from Targeted Sites</i>		<i>1,451,305</i>

* Sites in **bold** referred to MES for a State sponsored cleanup.

Cost Recovery Actions

- ❖ The Department continues to use the services of the Attorney General’s Office to handle scrap tire cost recovery actions (see Table III for details).
- ❖ To date, twenty seven (27) scrap tire cleanups initiated by the State and utilizing the Used Tire Cleanup & Recycling Fund have been referred to the Attorney General’s office for cost recovery purposes.
- ❖ Since FY 1997, the Department has sought a total of **\$2,813,111** and has collected a total of **\$253,618** in cost recovery actions. Many of these cases are still in litigation.
 - Collected through FY 2003 from Cost Recovery actions: **\$253,618**
 - Amount sought in cases still in litigation: **\$1,138,677**
 - Referred to the Central Collections Unit: **\$602,327**

Table III
Initiated Cost Recovery Actions
FY 2003

Site Name	County	Cleanup Year	No. of Tires	\$ Amount Sought
Dotson/Preston	Dorchester	2000	24,000	\$26,403
Husted/Crisfield	Somerset	2003	1,650	\$7,598
Blades/Crisfield	Somerset	2003	3,000	\$3,224
Goodyear/Elkton	Cecil	2003	1,013	\$1,200
Truxon/Hillsboro	Caroline	2003	758	\$1,799
Thomas/Rhodesdale	Dorchester	2003	350	\$2,450
Lane/Princess Anne	Somerset	2003	300	\$750
Turner/White Hall	Harford	2003	500	\$500
Myers/Baltimore	Baltimore	2003	7,179	\$22,349
Williams/Vienna	Dorchester	2003	3,642	\$14,611
Wilkinson/Oldtown	Allegany	2003	248	\$800
Betts/Crisfield	Somerset	2003	922	\$23,877
Total Amount Sought (FY2003):				\$105,561

Scrap Tire Projects

MES has the primary role in the planning and implementation of scrap tire projects to promote the development of new technologies for recycling scrap tires while reducing, recovering and recycling scrap tires from stockpiles in Maryland.

Projects Initiated During FY 2003

Public School Playground Construction (Statewide)

- The Department, MES and the State Department of Education again partnered to create scrap tire playground projects at various Maryland public schools.
- The Department and MES are working with the Department of Education to construct and/or renovate several playground facilities using recycled tires and recycled tire materials to improve these public facilities and educate students and the public on the usefulness of recycling technologies. Since this ongoing program began, 25 schools throughout the State have participated in and benefited from the program.
- A total of \$200,000 was encumbered for the project.



Baltimore City School Playground

State Park Tire Playground Improvement Project

- MES will participate with the Department of Natural Resources (DNR) in providing repairs and improvements to nine of the ten previously constructed scrap tire playgrounds.
- This project is intended to foster cooperation between State agencies (Department, DNR and MES) in a state-funded parks recycling improvement project.
- A secondary objective of the project is to educate citizens about the beneficial uses for scrap tire material and to promote scrap tire recycling.
- The intended repairs and improvements will focus on the reapplication of ground cover (both tire and wood mulch) and the repair/replacement of structures to ensure compliance with current guidelines.
- Funding for project materials and services is to be provided through the Tire Fund.
- MDE, MES, DNR and community volunteers will provide all necessary labor to complete the improvements.
- A total of \$70,000 was encumbered for the project.

Development of Scrap Tire Chip Design Manual Project

- The Department, MES, and GeoSyntec Consultants have partnered to develop a guidance manual, for using scrap tire chips in various civil and environmental engineering applications.
- The purpose of the manual is to provide design guidelines that would be used as a practical reference tool by both regulators and engineers.
- Some scrap tire recycling applications that would likely be included in the

manual would be engineering properties of scrap tires, use as light weight backfill in retaining walls and trenches, drainage layers, gas collection conduit, and light weight aggregate in pavements.

- The project is funded through encumbered monies for the Newland Park Landfill scrap tire demonstration project.

Public Education Campaign

- ❖ **TV Commercials** - The Department partnered with WBAL-TV to create a public service announcement campaign.
 - The focus of the campaign was on the threats posed by illegal dumping of scrap tires.
 - Because of concern about the spread of West Nile virus, the Department created a message on the importance of taking tires to a licensed facility and reporting illegal dumping so that scrap tire stockpiles do not become breeding sites for mosquitoes.
 - 30-second spots were shown in conjunction with the morning, noon, and evening news.



Scrap Tire Stockpile Site

Informational Posters - The Department developed posters and placards that illustrated how scrap tires could be used rather than being illegally dumped such as applications in highway soundwall barriers, state park/school playgrounds, civil engineering projects and scrap tire recycled content products. The posters were distributed to facilities that hold scrap tire collection licenses to be displayed to the public.

❖ **Community Events** –

- The Department exhibited at a community event, Free Friday Flicks, hosted by TV Fox45/WB54. Information was distributed to the public on scrap tire recycling, the dangers of scrap tire stockpiles, illegal dumping and proper disposal. Approximately 6,500 attended the event.
- The Department exhibited at the Washington, Maryland, Delaware Service Station and Automotive Repair Association's Convention and Mega Show in Ocean City, MD. There were approximately 1,800 attendees that represented tire dealers, service stations, auto parts stores, and more.
- ❖ **Training** - The Department, in conjunction with the Maryland Fire and Rescue Institute, hosted a Scrap Tire Fire Prevention and Firefighting Training Seminar.
 - The training educated attendees on prevention actions, pre-incident planning, tire fire impacts to the environment and business, funding available for the fire departments, and an overview of the Maryland Scrap Tire Program. A fire chief from Roanoke, Virginia also spoke about his experience, response taken, and lessons learned from a tire fire that consumed approximately 3 million tires in that State.



Scrap Tire Fire Prevention and Firefighting Training

- There were 50 participants in attendance at the training who represented firefighters, MDE emergency response personnel and environmental specialists, auto wrecking facilities, processing and hauler representatives from Maryland.

Projects Continuing from Previous Years

Beulah Landfill Closure Cap (Dorchester County)

- This project involves the use of tire chips in combination with stone aggregates as an alternative to sand aggregates and/or a geotextile drainage net in the closure cap of the landfill.
- Design work on the engineering plans continued throughout FY 2003, and construction is expected to begin during FY 2004.

Reich's Ford Landfill (Frederick County)

- This application involves the use of tire chips as a protective cover layer in the construction of a cell bottom

liner system of a municipal solid waste landfill.

- Design work on the engineering plans is completed and construction began during FY 2003.

Westernport Landfill (Allegany County)

- This project incorporates the use of scrap tire chips in lieu of stone aggregate as a drainage medium in the toe slope berm of the closure cap.
- Design work on the engineering plans is completed and construction began during FY 2003.

Westover Landfill (Somerset County)

- This project incorporates the use of scrap tire chips in lieu of stone aggregate as a drainage medium in the toe slope berm of the closure cap.
- Contracts were awarded for the scrap tire portions of the project.
- Due to problems during construction of the traditional (non-scrap tire) portion of the project, construction of the scrap tire portion has been delayed.

Maryland State Fairground Horse Stall Project (Baltimore County)

- Permanent rubber matting was installed in the Horse Show Ring Area barns available for use by public groups during equestrian competitions and events at the State Fairgrounds.
- The mats were manufactured from 13,840 scrap tires. The benefits of using rubber stall mats include lower maintenance costs versus other types of stall flooring and better hoof health as well as less hoof wear for the animal.



MD State Fairground Horse Stall Project

- Design, construction and installation were completed in FY 2003. The project is being undertaken in conjunction with the Maryland State Fair and Agriculture Society.

Continuing Project Monitoring

- Several scrap tire projects that were completed in previous years have ongoing monitoring programs to assess the suitability of these scrap tire applications and their success in meeting project goals.
- Monitoring continues for the following projects.
 - **Highway Soundwall Barrier**
 (I-95) Baltimore County
 - **Round Glade Landfill**
 Garrett County
 - **Garrett County Landfill**
 Garrett County
 - **Nicholson Road Landfill**
 Kent County
 - **Newland Park Landfill**
 Wicomico County
- At the completion of the project monitoring periods final reports will be prepared that summarize the data collected and conclusions reached.

Scrap Tire Projects Planned for FY 2004

- **Renovation-Reconstruction of State Park Scrap Tire Playgrounds throughout Maryland – (Statewide)**
- **Public School Scrap Tire Playgrounds Project - (Statewide)**
- **Scrap Tire Amnesty Program – (Statewide)**
- **Scrap Tire Pre-washing unit – MES Crumb Rubber Recycling Facility – A tire pre-washing unit at the MES crumb rubber production facility in Baltimore County, which will allow for the expeditious recycling of difficult to dispose of dirty tires.**

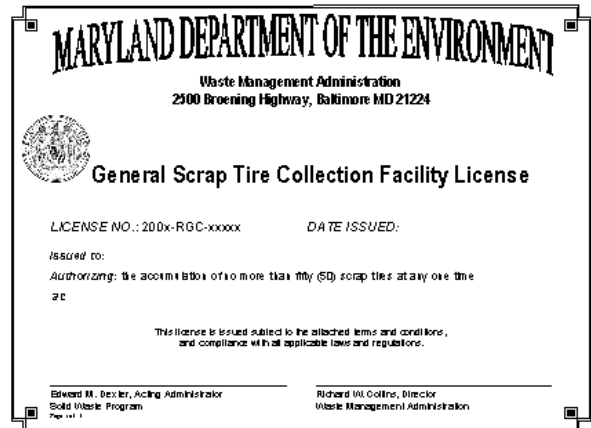


MES Crumb Rubber Recycling Facility

Licensing

By Maryland law (Section 9-228 of the Environment Article), the Department is required to regulate scrap tire facilities and scrap tire haulers.

- ❖ Facilities that collect or process scrap tires are required to obtain an appropriate license for their respective operation.
- ❖ Scrap tire haulers are also required to obtain licenses for their activities.
- ❖ This comprehensive licensing program allows for the efficient management of scrap tires from the point of generation through a licensed or approved transportation system to a licensed or approved scrap tire facility for the transfer, collection, or processing of scrap tires.



The Department issues the following type of scrap tire licenses:

- **Scrap Tire Recycler License:**
For activities that convert scrap tires into a marketable product.
- **Scrap Tire Collection Facility License:**
For operations that collect or accumulate scrap tires temporarily on a site and transfer scrap tires to licensed or approved scrap tire facilities. There are three categories of collection facility licenses:
 - **General License:** Sites with up to 50 scrap tires at any given time.
 - **Secondary License:** Sites with up to 1,500 scrap tires at any given time.
 - **Primary License:** Sites with more than 1,500 scrap tires at any given time.
- **Scrap Tire Hauler License:**
For a person who, as a part of a commercial business, transports scrap tires in the State.
- **Substitute Fuel/Tire Derived Fuel (TDF) Facility Approval:**
For operations that use scrap tires (whole or chips) to replace existing fuel sources.
- **Solid Waste Acceptance Facility Approval:**
For a permitted refuse disposal or acceptance facility that accepts scrap tires for collection or processing.

Licensing Accomplishments in FY 2003

- ❖ A total of 425 scrap tire licenses (335 new licenses and 90 renewals) were issued. (see Table IV).
- ❖ All (100%) of the license applications received were processed within the standard license application processing time of 60 days, exceeding the Department's goal of 90%. Approximately 70% of the license applications were processed within 30 days.

Table IV
Scrap Tire Licenses – FY 2003

<u>Type</u>	Issued	Renewed	<u>Total Valid Licenses</u>
General Collection	174	N/A	1,554
Secondary Collection	107	36	751
Primary Collection	0	0	2
Recyclers	1	0	2
TDF Facility	0	0	3
Solid Waste	0	0	2
Haulers	<u>144</u>	<u>54</u>	<u>750</u>
Total	425	90	3,064

Scrap Tire Markets and Market Development

Market Analysis

During FY 2003, the State's scrap tire processing capacity handled approximately 3.2 million tires.

- Figure 1 represents a 33% decrease from the previous year. This is due, in large part, to the fact that Lehigh Portland Cement did not process any scrap tires during FY 2003 as a result of the plant closing for construction and installation of a new kiln.
- Emanuel Tire Company also processed about 45% fewer tires than in FY 2002.
- A new MES scrap tire crumb rubber production facility in Baltimore began operations in 2003 which helped add to the number of tires processed and recycled.

Maryland's Scrap Tire Flow and Destinations

Since the inception of the scrap tire program, there are now over 2,300 locations in the State where a citizen or a business may bring scrap tires and know that they will be properly handled.

All licensed scrap tire facilities and haulers are required to submit semi-annual reports to the Department. Reports must include:

- The origin and number of scrap tires received at the facility
- Identification of scrap tire haulers transporting the scrap tires, and other scrap tire pick up and delivery facility information.

Figure 2 (on the following page) shows how scrap tires generated in Maryland were managed in FY 2003.

Figure 1
Maryland's Tire Processing Capacity
FY 1999 - 2003

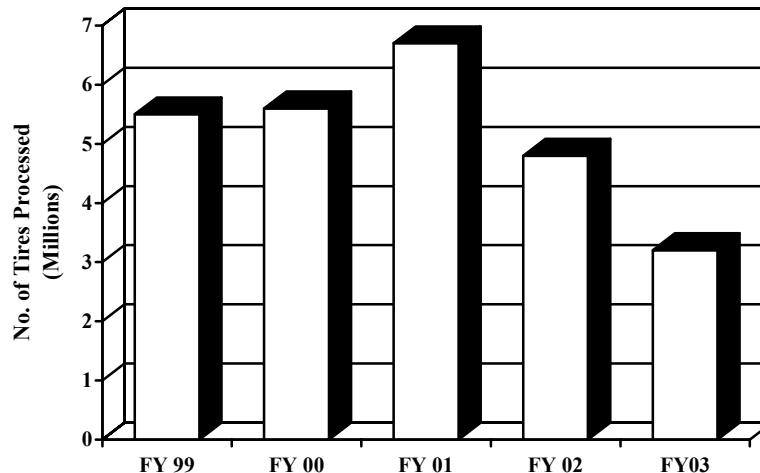


Figure 2 illustrates that 15% of the scrap tires generated in Maryland were used as fuel. That number decreased from last year because Lehigh Portland Cement plant closed for construction of a new kiln.

30% of the scrap tires generated in Maryland were recycled. Emanuel Tire Company's numbers decreased due to a poor economy and end market, and this resulted in a decrease in the overall recycling percentage.

There was an increase in the number of tires that were recycled or used as fuel out-of-state due to the reduced capacity in Maryland.

Figure 2
Destination of 5.5 Million Scrap Tires
Generated in Maryland FY 2003

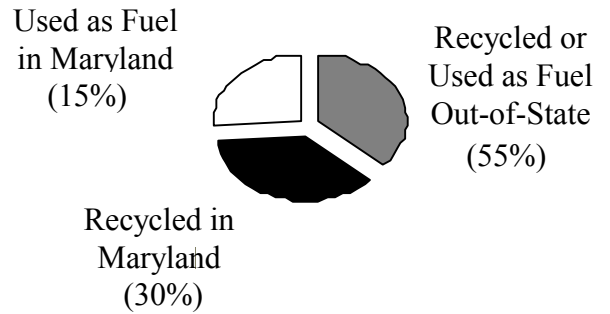
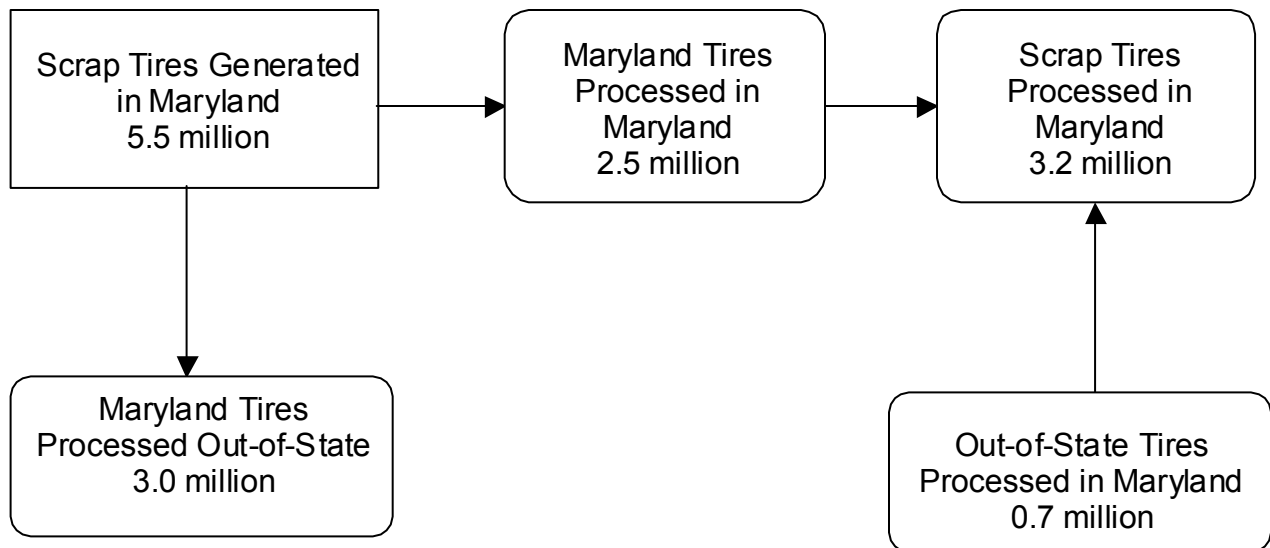


Figure 3 shows schematically the flow and processing of tires in and out of the State of Maryland.

Figure 3
Tire Flow





Products made with Recycled Scrap Tires

Highway Soundwall Barriers constructed from Scrap Tires



Projected Markets for FY 2004

The Department estimates that the processing capacity for scrap tires will increase in FY 2004 compared to FY 2003 (see Figure 1).

- ❖ The new MES crumb rubber facility will increase the scrap tire processing capacity in Maryland by approximately 1.2 million tires per year. If Emanuel Tire Company's processing remains the same as in FY 03 then the overall number of tires processed in Maryland will increase.
- ❖ St. Lawrence Cement Company in Washington County is licensed for TDF but did not process any scrap tires in FY 2003. The Company performed a test burn in the summer of 2003 and is scheduled to be in operation for usage of scrap tires in FY 2004. This will also increase the State's processing capacity by approximately 1.2 million tires per year.
- ❖ During FY 2003, Lehigh Portland Cement Company did not process any scrap tires. Lehigh has been in the process of upgrading the facility and has completed monitoring and calibration of a new kiln, which has required the company to stop processing TDF for a minimum of one year. The Company plans to be in operation in FY 2004.



Scrap Tires in Landfill Applications

Table V
Maryland Licensed Scrap Tire Processing Facilities

Facility Name/Type	Location Address	Operation	Telephone	Tires Processed FY-2003
Emanuel Tire Company/ Recycler	1300 Moreland Avenue Baltimore MD 21216	The company has been processing scrap tires for last three decades. The operation converts scrap tires into 1 to 2 inch size tire chips.	(410) 947-0660	1,924,254
Maryland Environmental Services Facility	4653 Hollins Ferry Road Halethorpe, MD 21227	The operation processes scrap tires into 100 mesh crumb rubber.	(410) 242-5039	320,000
ESSROC Cement Corporation/ TDF	4120 Buckeystown Lime Kiln MD 21702	The operation utilizes whole passenger scrap tires as a supplemental fuel in its two cement kilns to replace 20 to 30 percent of the process heat needed to convert the raw material into cement.	(301) 874-8271	351,842
St. Lawrence Cement Co./ TDF	1260 Security Road Hagerstown MD 21741	The operation utilizes tire chips as a supplemental fuel in its cement kiln to replace up to 35 percent of the process heat needed to convert the raw material into cement.	(301) 739-1150	None
Lehigh Portland Cement/ TDF	117 South Main Street Union Bridge MD 21702	This facility's operation is similar to ESSROC's operation. Lehigh constructed a new kiln during FY 2002, requiring them to cease TDF burning operations for most of FY 2002.	(410) 775-1000	None
Baltimore RESCO, Waste-to-Energy Facility /Incinerator	1801 Annapolis Road Baltimore MD 21230	The facility processes 2,250 tons per day of municipal solid waste and was approved to burn tires in FY 1997. Steam generated at the facility to generate electricity for sale to BG&E.	(410) 234-8271	4,500
Harford Waste-to Energy Facility/ Incinerator	1 Magnolia Road Joppa MD 21085	The facility processes up to 360 tons per day of municipal solid waste with a tire content of up to 72 tons per day. Steam is generated at the facility to generate electricity for Aberdeen Proving Ground Army facility.	(410) 679-6200	571,000
Total				3,163,600

Source: Scrap Tire Semi-Annual Report

Compliance and Enforcement Activities

The goal of the Department's compliance and enforcement program is to ensure that all of Maryland's licensed scrap tire facilities and scrap tire haulers are in full compliance with the scrap tire law, regulations and license conditions.

Goals for Compliance and Enforcement Actions in FY 2003

- ❖ Continue to maintain the quality of compliance and enforcement activities and to perform at least 800 inspections and investigations.
- ❖ Provide professional high quality service to Maryland's scrap tire business community.

Accomplishments in FY 2003

- ❖ The Solid Waste Program's inspectors conducted a total of 1,061 scrap tire investigations and inspections, *exceeding* the program's goals for inspection
- ❖ Scrap tire sites inspected included both licensed and unlicensed scrap tire facilities, as well as sites that have been designated for cleanup by the Department.
- ❖ The Department issued 563 Notices of Violation (NOV's) to licensed scrap tire collection facilities who failed to submit semi-annual reports documenting how many tires were collected, the name of their scrap tire hauler, and the final destination of the scrap tires. The issuance of these NOV's resulted in the collection of \$22,700 in fines.
- ❖ The Department, in conjunction with the Environmental Crimes Unit and the Attorney General's Office, prosecuted 4 cases suspected of illegally dumping scrap tires in Maryland, resulting in 4 convictions.
- ❖ Since FY 1997, eleven (11) scrap tire enforcement actions have been pursued that resulted in assessment of civil and administrative penalties totaling \$214,000 and collection of \$26,010.
 - Collected through FY 2003 from penalty actions: **\$26,010**
 - Outstanding penalty payments on-schedule **\$45,000**
 - Referred to the Central Collections Unit: **\$142,990**
- ❖ During FY 2003, the Department, in conjunction with the Attorney General's Office, assessed administrative and civil penalties totaling \$95,000 against individuals suspected of illegally dumping scrap tires in Maryland and violating the scrap tire laws and regulations.

- ❖ Environment Article, Section 9-275, Annotated Code of Maryland, provides the Department with the responsibility for administering the Fund.
- ❖ The Fund is generated through the collection of a forty cent tire recycling fee on the first sale of any new tire in the State.
- ❖ Table VI summarizes the scrap tire program expenditures for FY 2003.

Table VI
Maryland Used Tire Clean Up and Recycling Fund
FY 2003 Revenues and Expenditures

Fund Balance (7/1/2002):		\$ 3,336,000.28
 <u>FY 2003 Revenues</u>		
Gross Used Tire Fees Revenues:	\$ 2,200,355.35	
Adjustment for Comptroller's Fees:	(\$ 158,426.85)	
Adjustment of the Department's Prior Costs:	\$ 2,109,908.02	
Cost Recovery Revenues:	\$ 2,163.30	
Fines	\$ 2,760.00	
Accrued Revenue	\$ 0.00	
 Total Revenue for FY 2003:		 \$ 4,156,759.82
 <u>FY 2003 Expenditures</u>		
MDE Program Expenditures:	(\$ 969,216.87)	
Stockpile Clean Ups:	(\$ 2,634,474.87)	
MDE Indirect Costs:	(\$ 296,094.95)	
MES Projects and Administration:	(\$ 496,101.71)	
 Total FY 2003 Expenditures:		 (\$ 4,395,888.40)
 Fund Balance (6/30/2003):		 \$ 3,096,871.70