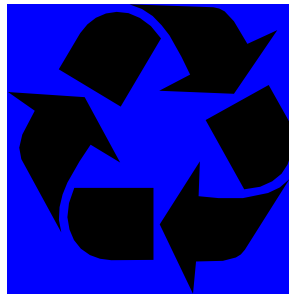


MARYLAND'S SCRAP TIRE PROGRAM

Annual Report
for Fiscal Year 2002



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



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EXECUTIVE SUMMARY

This document is the Fiscal Year (FY) 2002 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 2001 through June 2002 and describes future activities for the coming year.

FY 2002 Objectives And Accomplishments

In keeping with the stockpile cleanup and tire recycling objectives as directed by the Act, the Department's FY 2002 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 –

- The Fund balance was reduced to an ending balance of \$3.3 million in FY2002 from \$6.2 million (47% reduction).
 - A total of 4.8 million scrap tires were processed by Maryland licensed scrap tire facilities. Approximately 72% of these tires were recycled while the remaining 28% 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 7.4 million scrap tires have been recovered from stockpile cleanup sites.
- 71 illegal scrap tire stockpile sites were cleaned up in FY 2002.
- Approximately 90% of all stockpile site cleanups accomplished in FY 2002 were achieved through administrative means.

- ❖ 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 314 new scrap tire licenses were issued, primarily for scrap tire collection facilities and scrap tire haulers.
- A total of 33 scrap tire licenses were renewed, all for scrap tire collection facilities and scrap tire haulers.
- At the end of FY2002, there were a total of 3,051 valid Maryland scrap tire licenses.
- A total of 913 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 2002:

- | | |
|--|-------------------|
| • The Fund generated fee revenues of: | \$ 2,073,204.45 |
| • The Budget Reconciliation Act of FY 2002 redirected funds of: | \$ (2,500,000.00) |
| • Scrap Tire Program Expenditures by the Department and MES totaled: | \$ (2,480,947.46) |
| • The Fund balance at the end of FY 2002 was: | \$ 3,336,000.28 |

(See Table VIII for additional detail)

FY 2003 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.
- ❖ 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.
- Approximately **5.6 million** scrap tires are generated in Maryland every year.
- 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, enforcement/compliance, stockpile cleanups, 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.

II. SCRAP TIRE STOCKPILE CLEANUPS

- ❖ The cleanup goal for FY 2002 was the clean up and recovery of the 2.3 million scrap tires identified in stockpiles at the end of FY 2001, 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 2002

- Since the inception of the Scrap Tire Program in 1992, over 7.4 million scrap tires have been recovered from completed and ongoing stockpile cleanup sites.
- During FY 2002, the Department initiated administrative cleanup procedures for the 59 new stockpile sites identified during the year, and continued administrative and State sponsored cleanup efforts for 97 remaining sites identified in previous years.
- During FY 2002, the Scrap Tire Program successfully completed clean up of 71 illegal scrap tire stockpiles, consisting of approximately 126,000 scrap tires. These sites were located in 21 of the State's 24 jurisdictions and ranged in size up to 45,000 tires. (See Table I)
- Much of this scrap tire stockpile cleanup success occurred without using the Fund. 90% of all stockpile abatements completed in FY 2002 (64 out of 71 completed stockpile cleanups) used the administrative approach. The remaining 7 sites for which cleanup was completed in FY 2002 (10 % 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 2002

Site Name	County	Number of Tires
Shpak/Hanover	Anne Arundel	44,600
John Brown's Auto Parts/White Hall	Baltimore	27,900
B & J Auto Salvage	Washington	10,500
Cullum's Towing Service/Aberdeen	Harford	5,300
Various smaller sites	---	<u>37,900</u>
	<i>Total</i>	<i>126,200</i>

Stockpile Cleanup Actions Planned for FY 2003

- ❖ 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-three large stockpile sites (over 5,000 tires) have been targeted for either continuation of cleanup efforts or completion in FY2003. (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 2003. (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 2003

Site Name	County	Initial Number of Tires
Jordan/Oakville	Saint Mary's	412,000
Boehm/Crownsville	Anne Arundel	400,000
Hodge/Northeast	Cecil	200,000
Millenium Unlimited Recycling/White Hall	Baltimore	112,000
Jackson Tire/Forestville	Prince George's	100,000
Schultz/Denton	Caroline	78,500
Tyler Towing/Clarksville	Howard	50,000
Bay Country Campground/Rock Hall	Kent	25,000
Insley/Cambridge	Dorchester	24,800
Easton Auto Parts/Preston	Caroline	21,000
A Plus Auto Recyclers Inc.	Baltimore	20,000
Howard/Crisfield	Somerset	18,000
Johnson/Sunderland	Calvert	10,700
Bank's Auto Recyclers/Conowingo	Cecil	10,000
Auto Wreckers/Edgewood #2	Harford	10,000
Route 301 LTD/Brandywine	Prince George's	10,000
Eastern Corporation/Federalburg	Dorchester	10,000
Palmer State Park #1	Harford	9,000
Palmer State Park #2	Harford	8,100
Auto Wreckers/Edgewood #1	Harford	7,000
Brown's Auto Parts/White Hall	Baltimore	6,000
Christensen Auto/North East	Cecil	5,000
R.L. Jackson/Port Deposit	Cecil	<u>5,000</u>
<i>Total Tires from Targeted Sites</i>		<i>1,552,100</i>

- Sites in **bold** referred to MES for a State sponsored cleanup. Cost recovery will be sought.

- At the end of FY 2002 there were 94 remaining stockpiles that have been identified in Maryland, including the 23 sites listed in Table II.
 - In addition to the ongoing large cleanup sites shown on Table II, The Department is initiating legal proceedings to obtain court access for a State sponsored cleanup of one other very large stockpile site (Garner/Brandywine site with an estimated 725,000 tires)
 - The remaining 70 currently identified sites are relatively small stockpiles (under 5,000 tires).
 - Cleanups for all of these sites will continue to be vigorously pursued in accordance with standard operating procedures for the Department’s administrative cleanup actions.

Table III

Total Stockpile Cleanup Projections

Number of Tires In Identified Stockpiles (End of FY 2002)	2,300,000
Number of Tires from Stockpile Sites Projected for Completion in FY 2003	
Larger Stockpile Sites (Table II)	1,552,100
Smaller Stockpile Sites	19,500
Number of Tires in Stockpile Sites Projected for Final Cleanup in Future Years Beyond FY 2003	728,400

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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 IV for details).
- Seventeen (17) 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 **\$2,758,377** and has collected a total of **\$251,455** in cost recovery actions. Many of these cases are still in litigation.
 - Collected through FY 2002 from Cost Recovery actions: **\$251,455**
 - Amount sought in cases still in litigation: **\$1,084,443**
 - Referred to the Central Collections Unit: **\$602,327**
- In FY 2002, the Department issued invoices for **\$796,293** in cost recovery actions.
- The Department, in conjunction with the Attorney General’s Office, will continue to pursue cost recovery actions for all appropriate projects.

Table IV
Cost Recovery Actions
FY 1997 through FY 2002

Site Name	County	Cleanup Year	No. of Tires	\$ Amount Sought	Status
Betts/Crisfield	Somerset	2002	922	\$3,877	Second Notice issued
Joy & Morgan Developers	Prince George's	2002	238	\$1,855	Case in litigation
Heath Salvage/Millington	Kent	2001	3,478	\$3,200	Payments on schedule
Elwood's Auto Parts	Washington	2000	266,664	\$11,388	Closed – Paid in full
Brown/Williamsport	Washington	1998	18,672	\$27,482	Case in litigation
Carter/Queenstown	Queen Anne's	1998	1,117	\$982	Case in litigation
Lofland/Duhamel	Queen Anne's	1998	120,000	\$226,083	<i>Referred to Central Collections Unit</i>
McMannis/Cumberland	Allegany	1998	687	\$998	Closed – Paid in full
Sproates/Golts	Kent	1998	6,825	\$26,118	Final Notice issued
Tull/Federalsburg	Caroline	1998	61,688	\$104,586	Closed – MDE accepted \$35,000 settlement
Warfield/Bethlehem	Caroline	1998	14,338	\$38,825	Case in litigation
Underwood/Hughesville	Charles	1997	720,000	\$1,015,299	Case in litigation
Snyder/Calvert	Cecil	1997	129,526	\$151,266	Closed – MDE accepted \$73,816 settlement
Spencer/Golts	Kent	1997	230	\$950	<i>Referred to Central Collections Unit</i>
Oak Hill Realty	Talbot	1996	158,325	\$375,294	<i>Referred to Central Collections Unit</i>
Western Commercial-Bromley*	Washington	1996	429,389	\$770,174	Final Notice issued
Western Commercial-Grove*	Washington	1996	(429,389)	(\$770,174)	Closed – MDE accepted \$85,000 settlement
Total Amount Sought:				\$2,758,377	

* Cost recovery sought from two separate responsible parties for one scrap tire cleanup.

III. 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 2002

- **Smallwood State Park Scrap Tire Playground (Charles County)**
 - This project involved the planning, design, and (volunteer) construction of a children's playground, which demonstrates the beneficial uses of scrap tires as building materials.
 - The project was undertaken in conjunction with DNR and is the tenth State Park scrap tire playground developed throughout Maryland.
 - Construction of the playground was completed in October, 2002.
- **Maryland State Fairground Horse Stall Project (Baltimore County)**
 - This project will demonstrate the beneficial use of scrap tire materials through the installation of horse stall mats produced from recycled scrap tires in the Horse Show Ring Area barns at the Maryland State Fairgrounds.
 - The result of this project will be the installation of permanent rubber matting in the four barns available for use by public groups during equestrian competitions and events at the Fairgrounds.
 - The project is being undertaken in conjunction with the Maryland State Fair and Agriculture Society.
 - Planning and design was initiated in FY 2002 and construction will take place in FY 2003
- **Scrap Tire Amnesty Day (Statewide)**
 - The Scrap Tire Amnesty Day project was executed as five regional one-day events held during Saturdays throughout September and October, 2002.
 - County residents were encouraged to participate in the project by delivering scrap tires using non-commercial vehicles to a primary event location chosen by each participating County.
 - Residents were permitted to deliver up to 10 scrap tires per vehicle on Amnesty Day free of charge.
 - Eighteen counties throughout Maryland and Baltimore City participated, resulting in the recovery of over 120,000 scrap tires.
 - The ultimate objective of this project was to prevent illegal scrap tire accumulations and dumping activities in the future.

- **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.

- **Scrap Tire Youth Employment Program (Statewide)**

- As part of the Scrap Tire Youth Employment Program, the Department planned a tire project that provided summer employment activities for up to one hundred (100) youths.
- This project included local government involvement and involved construction of a scrap tire playground.
- The Forrest Street Playground was constructed in Baltimore City and utilized a safety surface material containing recycled scrap tires. The playground was built in cooperation with Baltimore City Department of Recreation and Parks, the St. Frances Academy, and the Brentwood Neighborhood Association.

- **Public Education Campaign (Statewide)**

- 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 about 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.
- The Department developed informational posters and placards and distributed them for display in tire dealer facilities.
- The Department, in conjunction with MES and the Scrap Tire Management Council, hosted the first Mid-Atlantic Regional Scrap Tire Conference.
 - The conference consisted of lectures about civil engineering uses and characteristics of scrap tire chips, manufacture of various materials using scrap tires, regulatory issues pertaining to scrap tires, and equipment used to recycle scrap tires. In addition, there was a full day seminar on civil engineering uses and characteristics of scrap tire chips and a Regulators Meeting that allowed scrap tire regulators from several Mid-Atlantic States to discuss different methods of regulating scrap tires and regional problems with scrap tires.
 - There were 115 people in attendance at the conference who represented State and County government agencies, private industry, USEPA, engineering universities and a variety of associations from across the United States.

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 2002, and construction is expected 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 continued throughout FY 2002, and construction is expected 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 continued throughout FY 2002, and construction is expected 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.

• **Continuing Project Monitoring**

- Several scrap tire projects which 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 individual project monitoring periods final reports will be prepared which summarizes the data collected and conclusions reached.
- During FY 2002, the Department approved plans for additional monitoring activities, including excavation of a portion of the project, at the Newland Park Landfill. This additional monitoring will allow for testing of the tire chips to determine if their civil engineering characteristics have changed over time and under pressure.

Scrap Tire Projects Planned for FY 2003

- **Renovation-Reconstruction of State Park Scrap Tire Playgrounds throughout Maryland – (Statewide)**
- **Scrap Tire Youth Employment Program - (Statewide)**
- **Public School Scrap Tire Playgrounds Project - (Statewide)**
- **Scrap Tire Amnesty Program – (Statewide)**

IV. 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 which 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 2002

- A total of 364 scrap tire licenses (314 new licenses and 33 renewals) were issued. (see Table V).
- 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.

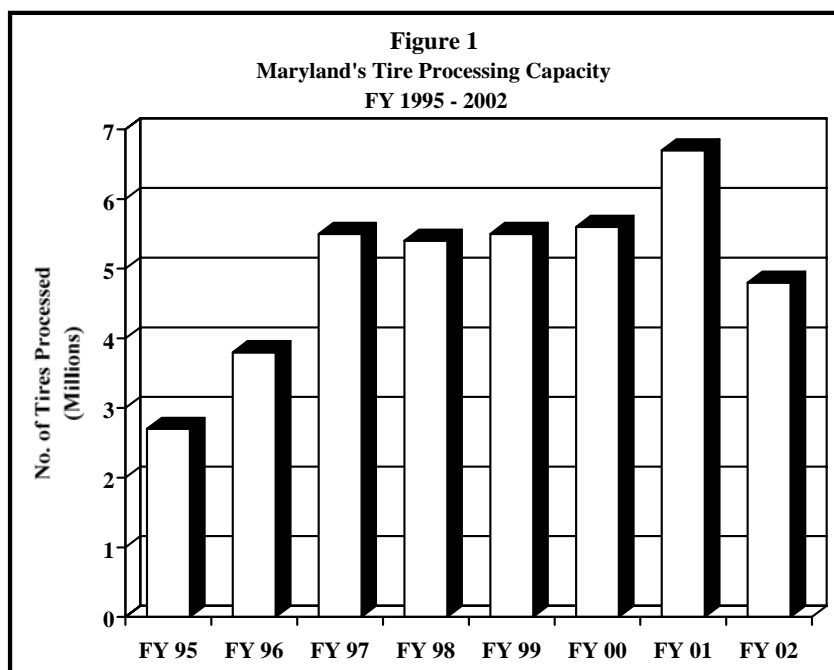
Table V
Scrap Tire Licenses – FY 2002

<u>Type</u>	<u>Issued</u>	<u>Renewed</u>	<u>Total Valid Licenses</u>
General Collection	117	N/A	1,577
Secondary Collection	95	17	734
Primary Collection	0	0	2
Recyclers	1	0	2
TDF Facility	0	0	3
Solid Waste	0	0	2
<u>Haulers</u>	<u>101</u>	<u>16</u>	<u>731</u>
Total	314	33	3,051

V. SCRAP TIRE MARKETS AND MARKET DEVELOPMENT

Market Analysis

- ❖ During FY 2002, the State's scrap tire processing capacity handled approximately 4.8 million tires.
 - This figure represented a 29% decrease from the previous year. This is due, in large part, to the fact that Lehigh Portland Cement processed 82% fewer scrap tires during FY 2002 than in the previous year, as a result of the plant closing for most of the year in order to construct a new kiln.
 - Lehigh will be monitoring and calibrating operational functioning of the new kiln through calendar years 2003 and 2004 before making a decision on resumption of scrap tire processing operations.
 - The MES crumb rubber facility being developed in Baltimore (scheduled for operation in January, 2003) will increase processing capacity in Maryland by approximately one million tires per year.
- ❖ Figure 1 provides a comparison of scrap tire processing capacity within the State of Maryland from FY 1995 through FY 2002.
- ❖ Table VI provides a summary of Maryland licensed scrap tire processing facilities.



- ❖ An analysis of reported FY 2002 scrap tire processing data shows the following:
 - Approximately 1.3 million scrap tires (28% of the total processed in Maryland) were used as tire derived fuel in Maryland facilities.
 - Approximately 3.4 million scrap tires (72% of the total processed in Maryland) were recycled. (from in-state and out-of-state sources)
 - Approximately 3.2 million (66%) of the 4.8 million scrap tires processed in Maryland were generated in Maryland, and another 1.6 million (34%) were brought to Maryland processing facilities from out-of-state scrap tire generators.

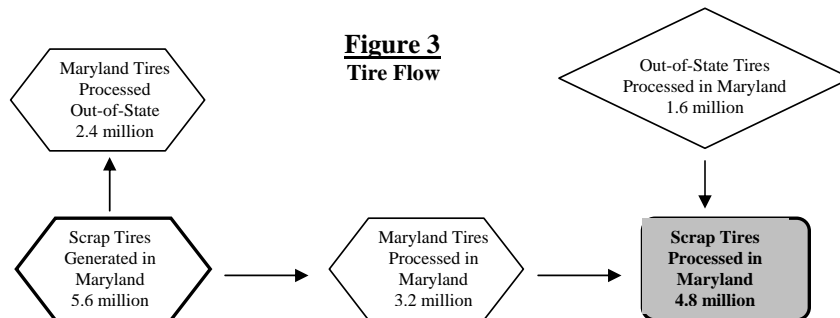
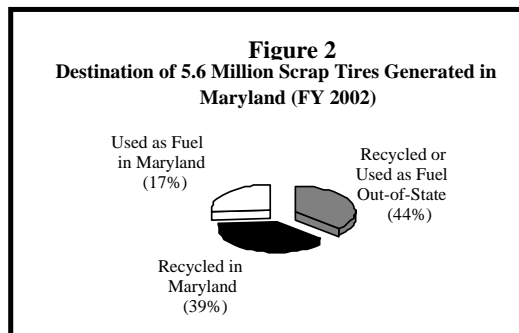
**Table VI
Maryland Licensed Scrap Tire Processing Facilities**

Facility Name/Type	Location Address	Operation	Telephone	Tires Processed FY-2002
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	3,449,242
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	630,249
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	222,083
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	None
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	468,203
Total				4,769,777

Source: Scrap Tire Semi-Annual Reports

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 shows how Maryland generated scrap tires were managed.
- ❖ Figure 3 shows schematically the flow and processing of tires into and out of the State of Maryland.



Projected Markets for FY 2003

- ❖ Based on Maryland's scrap tire market profile for the past three years, the complete cessation in tire derived fuel processing for the entire year at one of the operating cement kilns due to construction and initialization of a new kiln, and the mid-fiscal-year development of the new MES crumb rubber facility, the Department estimates that the processing capacity for scrap tires will increase moderately in FY 2003 compared to FY 2002, while remaining somewhat lower than historical levels (see Figure 1).
- Presently, Emanuel Tire Company is the only scrap tire recycling facility in Maryland that is recycling tires.
- The new MES crumb rubber facility, scheduled for operation in January, 2003, is expected to increase scrap tire processing capacity in Maryland by approximately one million tires per year.
- Five Maryland facilities are permitted to utilize scrap tires as tire derived fuel (TDF) for supplemental energy.
 - These facilities included three cement kilns and two waste-to-energy facilities (see Table VI).
 - The Baltimore RESCO Company (a waste-to-energy facility) did not use any scrap tires in FY2002 and is not anticipated to process a significant quantity in FY 2003.
 - St. Lawrence Cement Company in Washington County is licensed for TDF but did not process any scrap tires in FY 2002. The Company is planning capital improvements to the facility which will allow for the planned utilization of scrap tires, but this is not expected to occur until fiscal year 2004
 - During FY 2002, Lehigh Portland Cement Company used approximately 222,083 scrap tires as tire derived fuel (TDF) for the manufacture of cement products.
 - Lehigh has been in the process of upgrading the facility and has completed construction of a new kiln, which has required the company to stop processing TDF for a minimum of one year.
 - Lehigh will be monitoring and calibrating operations of the new kiln through calendar years 2003 and 2004 before making a decision on resumption of scrap tire processing operations.

VI. 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 2002

- 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 scrap tire business community.

Accomplishments in FY 2002

- The Solid Waste Program's inspectors conducted a total of 913 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 77 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 \$3,400 in fines.
- The Department, in conjunction with the Environmental Crimes Unit and the Attorney General's Office, prosecuted 6 people suspected of illegally dumping scrap tires in Maryland, resulting in 5 convictions. See Table VII for prosecution details.
- Since FY 1997, eight (8) scrap tire enforcement actions have been pursued that resulted in assessment of civil and administrative penalties totaling \$119,000 and collection of \$22,810.
 - Collected through FY 2002 from penalty actions: **\$22,810**
 - Outstanding penalty payments on-schedule **\$37,190**
 - Referred to the Central Collections Unit: **\$59,000**
- During FY 2002, the Department, in conjunction with the Attorney General's Office, assessed administrative and civil penalties totaling \$95,000 against people suspected of illegally dumping scrap tires in Maryland and violating the scrap tire laws and regulations.

Table VII

**Scrap Tire Prosecutions Completed – FY 2002
Office of the Attorney General – Environmental Crimes Unit**

Court/Case No.	Trial Date	Charges	Disposition
Baltimore City CC 100290008-13	07/13/01	5 Counts 27-468 Commercial Littering (GU); 1 Count 27-349 Unauthorized Use (GU); and 1 Count 27-342(A)	18 Months Incarceration for Defendant
Baltimore City CC 100290004-07	08/27/01	2 Counts 27-468 Commercial Littering (GU); 2 Counts 27-468 (HJ)	5 Years DOC; Suspended; 3 Years Supervised Probation
Prince George's Co. CC CT010367X *	03/07/02	1 Count 27-468 Commercial Littering (GU); 24 Counts Commercial Littering (NP)	4 Year Incarceration Sentence for Defendant (Concurrent with Federal Firearms Conviction Stemming from ECU's Investigation); \$25,000 Fine
Prince George's Co. DC 0E00177443	04/22/02	1 Count 27-468 Commercial Littering over 100 lbs. (GU); 1 Count 27-468 Littering over 500 lbs. (NP)	3 Years Incarceration for Defendant (Suspend all but 6 months); 3 Years Supervised Probation
Prince George's Co. DC 004E00192315	06/27/02	1 Count 27-468 Litter/Dump less than 100 lbs (GU)	30 Days Incarceration for Defendant Concurrent with Sentence in 00- 050(D)

* Defendant operated an unpermitted solid waste dump that included over 100,000 scrap tires.

Source: Office of the Attorney General – Environmental Crimes Unit

Table VIII

Penalty Actions
(FY 1997 through FY 2002)

Site Name	County	Cleanup Year	No. of Tires	\$ Amount Sought	Status
John & James Tires	Baltimore City	2002	Penalty	\$2,000	Closed – Paid in full
John’s Tires	Baltimore City	2002	Penalty	\$1,500	Closed – Paid in full
K. E. Snowden, Inc.	Prince George’s	2002	Penalty	\$50,000	<i>Referred to Central Collections Unit</i>
The Tire Jockey	Baltimore City	2001	Penalty	\$1,500	Closed – Paid in full
Tire Masters	Baltimore City	2001	Penalty	\$40,000	Payments on schedule
Tread-Shred	Prince George’s	1999	Penalty	\$10,000	Closed – Paid in full
Tread-Shred	Prince George’s	1999	Penalty	\$5,000	Closed – Paid in full
Zeal Scrap Tire Co.	Prince George’s	1998	Penalty	\$9,000	<i>Referred to Central Collections Unit</i>
Total Amount Sought:				\$119,000	

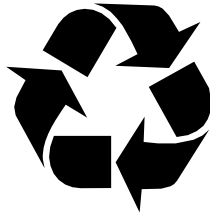
USED TIRE CLEANUP AND RECYCLING FUND FISCAL REPORT

- ❖ 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 IX summarizes the scrap tire program expenditures for FY 2002.

Table IX
Maryland Used Tire Clean Up and Recycling Fund
FY 2002 Revenues and Expenditures

Fund Balance (7/1/2001):	\$ 6,243,743.29
<u>FY 2002 Revenues</u>	
Gross Used Tire Fees Revenues:	\$ 1,964,009.30
Adjustment for Comptroller's Fees:	(\$ 146,817.05)
Adjustment of the Department's Prior Costs:	\$ 215,612.97
Cost Recovery Revenues:	\$ 399.23
Fines	\$ 3,450.00
Accrued Revenue	\$ 36,550.00
Adjusted Net Used Tire Revenues for FY 2002:	\$ 2,073,204.45
<u>FY 2002 Expenditures</u>	
MDE Program Expenditures:	(\$ 1,008,378.64)
Stockpile Clean Ups:	(\$ 125,818.75)
MDE Indirect Costs:	(\$ 272,079.33)
MES Projects and Administration:	(\$ 1,074,670.74)
Total FY 2002 Expenditures:	(\$ 2,480,947.46)
<u>Budget Reconciliation Act of 2002 Redirection of Funds</u>	(\$ 2,500,000.00)
Fund Balance (6/30/2002):	\$ 3,336,000.28

* An additional \$6,460.00 in scrap tire penalties was deposited in the Department's Clean Water Fund.



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