

BACKHAUL LUNCHEON

Panelists in attendance, in organizations' alphabetical order (See end of document for company information):

Company	Name/Contact Info
Alaska Logistics	Nicole Long Nicole@alaska-logistics.com 206-767-2555
ALPAR	Mary Fisher alpar@gci.net 644-7968
Crowley	Endil Moore Endil.moore@crowley.com 328-4588
Everts Air Cargo	Manny Masony Mmasonry@evertsair.com 249-4313
Lynden Air Cargo & Alaska Marine Lines/Lynden Transport	Bob Barndt (air), Jim Davis (truck & barge) barndt@lac.lynden.com , jdavis@lac.lynden.com 249-4126
Ryan Air/ATS	Lee Ryan lryan@ryanalaska.com Work: 907-830-6055
Schnitzer Steel	Chris Fedele in attendance. Shira Roth is additional contact. sroth@schn.com , cfedele@schn.com Shira: 240-2868 or Chris: 240-7032
Smurfit Stone Recycling Center	Randy Virgin rvirgin@smurfit.com 565-4490
Total Reclaim	Riley Kosinski AKOutreach@TotalReclaim.com 561-0544

Q: for Mary Fisher. How soon will the pilot program expand through the state? How do you get on the list for aluminum or plastic if you're not on there?

A: First thing to be eligible for plastic is to sign up for and start doing flying cans. For plastics, ALPAR will only allow participation for communities already doing flying cans. The plastic bottle recycling pilot program is only in 10 communities at present and will be expanded in the future to those already participating in Flying Cans. ALPAR hopes to get the airlines permission to expand the program for plastic bottles to other communities by spring.

Q: Where do you get a manifest to potentially hazmat materials or even not hazardous materials?

Lynden: FAA regs require packaging docs from Anchorage to hubs or vice versa. Paper work can be done right in the hubs or in Anchorage. There is a fee for us to fill them out.

Ryan Air: There is a lot of documentation, if using Ryan Air as a start up carrier, contact them and ask for paper work, flight crew can assist with doing the paper work. Mainline route: they can assist with airway bill and doc. There could be one airway bill all the way through.

Q: How often do carriers talk to each other to cut costs internally but for communities as well?

ALPAR: We are a non-profit, so we try to get the best deal for the backhaul partners that we have. Works closely with Smurfit Stone Recycling and with shippers to get donated shipping. Successful in working closely, with communities to utilize donations in best way possible.

Everts: we all work fairly well together, main goals this year is to get on the same page. All speaking same language and are interested in communicating to open options and opportunities. Figure out what everyone's resources are. Ryan Air we with a lot and want to continue and expand the service in a way that will make it easier.

Crowley: Thanks the airlines who fly because there are a lot of villages you can't get to by barge. Crowley has interface with a lot of the transportation and recycling companies including Carlisle Trucking, Northland, Lynden Transport, railroad. They really appreciate the folks they interface with

Ryan Air: An example - In their efforts from Lower Yukon river communities to Bethel: junk steel (recyclables, fridges, batteries, copper, computers-) talked to Crowley for bottles and storage, talked to Everts, Lynden for the steel to Bethel, talked to Schnitzer for scrap metal, etc.. Contacted every outfit based on the list of materials they collected on just that one day.

Q: SW bills reduced for separating materials- why are we paying for recycling?

A: Total Reclaim: we are a collection company, we have shipping costs to Seattle as well as time spent in repackaging, processing. Certain things we can take for free like wires or high grade circuit board. Anything that takes handling has a cost. Once things are separated that is when then they have a high commodity value.

Schnitzer Metals: We recycle ferrous and non-ferrous metals and pay for them. Non ferrous business is volatile due to market values. Non-ferrous markets are strong, \$2/lb for copper today (fluctuating-prices change on a DAILY basis). Pays for delivered materials. To get the most value it needs to be separated, Is it clean? Does it have coating? Prices vary, but they pay for everything that comes in yard. They now accept automobiles un-prepared, and will pay \$5 /NET TON for unprepared vehicles. They have an Env. Assistant to remove fluids. They will also pay for ENVIRONMENTALLY PREPARED vehicles (prices vary...today's price is \$40 per NET TON).

Q: Do shipping companies accept vehicles in this condition—i.e. unprepared?

Everts: there are a lot of hazardous materials in unprepared vehicles, so legally we can't put that vehicle into our carrier. You should find the right person that can help make the preparation happen.

Lynden: A wrecked or salvage vehicle should go on the barge as opposed to air. They worked closely with salvage on these items, seek out the most economical way to put on the barge. If it has any fuel and leaks then it gets to the floor and corrodes. Residual fuel has to be surged out.

Q: What types of problem have you encountered that could have been solved at the community level.

Alpar: Contamination of aluminum cans sent in through Flying Cans: Follow instructions as close as you possibly can in terms of packaging. Last week we got 300lbs of cans, and 30 lbs was dirt, 40lbs was tin which we don't take some trash too. ALPAR has to pay for disposal, which drains the value of the cans. If you're not sure, call and ask.

Ryan air: For hazardous materials all the paper work must be done, packaging happens accordingly. For pop cans, sometimes they aren't packaged and prepped properly, the pop is corrosive and if there's leakage they can't take. It can cause damage to aircraft!

A tote of batteries is difficult to manage, better to break down in smaller (less than 500 lb) bundle.

Total Reclaim: There is lots of turnover at local level. Keep a history and documentation of how to do things for the next person who steps into the role. That can avoid the necessary step of relearning before things can get shipped out again.

Q: Problem of not having a staging area. Can companies help set up or advice to do this?

Crowley: get materials as close to the barge land as possible, it needs firm ground to maneuver. If the staging is not on an approved pad it takes more of the day to maneuver the forklift. For staging area the best thing to do is consider concrete landing or concrete beams to load onto the barge. Partner with US coast guard to get some landings or money to create staging for either runway to river. It's a 3-year process for a big project. But a number of small projects might help. Crowley did a study on improving ports. There is federal assistance to all ports in Alaska as well as runways.

Ryan Air: They do not have one designated person to address env. Situations, just 10 employees responsible for environmental and social impacts of what we all are responsible for For staging, ramps are small, lots of airlines in and out. One of the biggest problems is unsecured cans/barrels that blow over. Contact Department of

Energy(?) about staging area. 2000- 5,000 lbs of materials goes on the ramp at one time so they work on the backside of the airport. Package correctly so that not too much weight gets on the ramp at one time – can be problematic otherwise.

Everts: Staging is crucial and is a commodity. Also a commodity – trying to logistically pack an aircraft at local level when you have these wastes to go out can be difficult– if you have something going out, need to contact the carrier and find out what is coming inbound as there can be difficulties otherwise.

Q: Do you have a website that has all of this information?

ALPAR will update their website to include information for Flying Cans and services for Rural Alaska. Turnover is an issue so she agrees with Riley on the importance of keeping documentation and program information.

Everts website will be up in a month or so.

Crowley has a Communities Tab: it gives you the ability to see where they're going on a charter schedule. Gives you a voice directly to them through this tab.

Q: How much does it cost to get a refrigerator from a community to Total Reclaim (transportations/post drainage).

Everts: 12 cents a lb. fridge, microwave, entire pallet, straight across the board.

Q: In regards to old military drums, does anyone take these? How do you get them out?

Schnitzer: takes them but they need to be very clean, with tops cut out and triple rinsed.

Lynden: Takes them but they need to be cleaned, crushed or intact

Crowley: Some of those drums need to be 'cleaned up' by the military (operation wise). They'll take them, but not all- from the 40-50's era they need to be cleaned up by the military. Contact NALEMPS office. They have had cleanups in Galena, Fort Yukon. Crowley will take cleaned and crushed drums. Be careful about liquids – these drums may have very hazardous substances, so it takes a lot of overpacking to get them shipped out, which is an extra expense.

Q: At what point does the weight of a material pay for itself for backhaul or make profit?

ALPAR: Each commodity whether it be aluminum or plastic, steel, it all has value once it reaches its end market. The cost of processing and getting it to the market is an add-on. Hard to put a dollar figure or weight to any of it because it is all different types of materials and how it is packaged and shipped determines the cost structure. It is on your shoulders to look at your own situation and look at the commodities, then factor in staging, prep, & shipping. How close you are to the end-market and the transportation logistics from there are very different for each Alaska community

Schnitzer: Heavy iron – we need a minimum of 3000 tons on a barge. Negotiating a backhaul a rate is about how that 3000 tons can be loaded and the market condition at that time. On one barge they had 500 tons in two-three days which isn't much, so its good to find out from other communities what they can ship out too. Sometimes opportunities happen quickly.

Lynden: – They establish their backhaul rate for everyday stuff. They have local agents local they pay, anchorage agents they pay, and a charge for recycling the gear of the aircraft. They are looking at long-term program to work those costs down – not sure how that will happen exactly but they are “green company” and are committed to the green initiative – so definitely want to help here.

Q: Is there a way that a company can contact villages to let them know if open space or availability

AK Logistics: We do this – just contact us to let us know.

Q: Glycol has been left in our community, what's the best way to get this out?

Lynden: We'd like to see them palletized, we could take them.

Ryan Air: If its 15 drums then Ryan Air might take them to a mainland carrier. 15 drums sounds heavy so might need to do a couple at a time. He knows someone out of Bethel that has a used oil program to bring used oil to others who need it. They'll get split up into different types. Contact STATION manager.

Backhaul is 50% of the general rate. They have a solution for used oil. Waste Oil Bethel has a list of people who take used oil and Ryan air will help distribute. Ryan Air will ask for a list of people with Waste oil, or they may have a running list, and they'll take to people who burn waste oil. [** notetaker is finding out about this program]

Crowley: Yukon InterTribal dealt with glycol and its been reclassified and repackaged and Crowley brought back 67 drums to be transferred. You have to be sure they are of known substance and labeled as such—if its used oil, label it USED OIL, not waste oil. Used oil is \$50 a barrel to get rid of with Emerald. If its mixed, then its \$200 a barrel.

[Notetaker note: Antifreeze Recyclers are an option – they cost about \$3,000. See the Alaska Village Haz Waste Guide at <http://zendergroup.org/haz.htm> for info.]

Q: Nome region is doing a 5 and 10 year recycling plan – want to do a heavy equipment backhaul – looking for solutions for this- can we make money on this and how to get this out?

Schnitzer: They will work with a contractor if 5k tons or more. The main thing is staging, coordination, needing a market that assigns enough value. The 5k that came out of Nome this year – they paid the contractor for it- not sure if they paid the

shipping companies. They might go straight to Seattle but yes, there might be some way of doing this. It is what they can work out with the barge companies on their costs.

Organization Descriptions

See http://zendergroup.org/docs/Backhaul_Contacts.doc for full address information.

ALPAR (Alaskans for Litter Prevention and Recycling)

About the organization: ALPAR is a business-supported, non-profit organization formed in 1983 dedicated to eliminating litter and increasing economically viable recycling in Alaska.

Backhaul Services: Arranges for transport and assists village aluminum can programs, piloting plastic bottle program. Provides recycling resources.

Where: All villages

Web: www.alparalaska.com

Alaska Logistics

About the organization: Alaska Logistics, LLC is ending its Eighth season providing scheduled barge service from Seattle, Washington to Western Alaska and surrounding villages, southbound and charter of marine equipment.. We are expanding our service to Central Alaska, the Alaska Peninsula to Dutch Harbor and beyond. 'AL' began as a small operation only providing three voyages per season, and have grown significantly now providing monthly sailing through the operating season. In 2008 we took a big step and began investing in vessels, which allows us to be a self-sufficient barge company in Alaska. We currently work with the City of Nome with their local recycle program. We have just started working with Kawerak on backhauling electronics from Norton Sound villages to Seattle.

Backhaul Services: We can backhaul anything from batteries & electronics to scrap metal.

Where: Our main ports of call are Seward, Dillingham, Naknek, Bethel, Nome & Kotzebue with additional service to surrounding villages.

Web: www.Alaska-Logistics.com

Crowley Marine Services

About the organization: Crowley Maritime Corporation provides diversified marine, transportation and logistics services in domestic and international markets, including Alaska fuel sales and distribution. Have partnered with Yukon River Watershed Backhaul Program for many years and barged out over 4 million lbs.

Backhaul Services: Can backhaul anything that is prepared correctly.

Where: Barges on the Yukon, Noatak, Kobuk, Nushagak, Kvichak and Kuskokwim river systems when ice-free. Backhauling at discount may be limited to certain locations, such as the Yukon River, for logistical reasons.

Web: www.crowley.com

Everts Air Cargo

About the organization: Everts Air Cargo, headquartered in Fairbanks, was formed in 1995. It is the sister company to Everts Air Alaska which was established in 1978 in Eagle Alaska, and serves Interior Alaska with passenger and cargo service.

Backhaul Services: Can backhaul anything that is prepared correctly and fits in cargo door.

Where: They provide scheduled freight service to 12 major hubs in Alaska including Nome, Kotzebue, Unalakleet, Emmonak, St. Mary's, Aniak, Bethel, Dillingham, King Salmon, Iliamna, Fairbanks, Galena and seasonal service to Deadhorse. Charter and flag stop services to any city or village where suitable runway conditions exist.

Web: www.evertsair.com

Lynden / Alaska Marine Lines

About the organization: Lynden Air cargo, Lynden Transport, and Alaska Marine Lines are all Lynden companies. Lynden Air operates Hercules Aircraft. They have provided barge backhaul to some southeast communities and air cargo transport for western villages

Backhaul Services: Air Cargo can backhaul anything that is prepared correctly and fits in a Herc. Hercs hold 48,000 pounds and the cargo hold is 54 feet long, 10 feet wide and 9 feet high. Rear entry allows straight-in entry. AML barge lines can backhaul anything prepared correctly.

Where: Lynden Air has scheduled flights to and from Bethel, Nome, and Kotzebue, and can fly to most villages. AML serves most southeast villages. Lynden transport serves most road villages.

Web: www.lynden.com

Ryan Air

About the organization: Formerly "ATS". Founded in 1953 as Unalakleet Air Taxi. Largest commuter airline in state. Operates 14 aircraft out of seven hubs, serving over 70 villages and employing 90 people. They operate cargo and passenger flights.

Backhaul Services: Will coordinate with other carriers to get materials to Anchorage.

Where: Western Alaska from Cape Lisburne in the north, south to Platinum, and as far east as Stony River and Grayling.

Web: www.atsak.com

Schnitzer Steel

About the organization: Formerly "Alaska Metals". Started in 1906 in Alaska as "Alaska Junk Company". There are now 43 facilities nationwide. They are one of the largest scrap metal recyclers and their parent company Schnitzer Steel Industries also manufactures steel and operate an auto parts business.

Backhaul Services: End destination for metals. Accepts all properly prepared and non hazardous metals; vehicles, appliances, heavy equipment & machinery, sheet metal, copper, brass, aluminum, etc. For more on their metals acceptance policies, see http://www.schnitzersteel.com/metals_recycling_policies.aspx.

Where: Serves all of Alaska. Anchorage location. Closest Lower-48 location is Tacoma (i.e. Seattle port)

Web: www.schnitzersteel.com

Smurfit-Stone

About the organization: Smurfit-Stone Container Corporation is a leading manufacturer of paperboard and paper-based packaging, and also produces kraft paper, bleached paperboard and market pulp, and is a global leader in the collection of recycled paper. Their Anchorage location serves as the Anchorage "Recycling Center".

Backhaul Services: Accepts tin and aluminum cans, newspaper, mixed paper, office paper, cardboard, #1 and #2 plastic bottles, plastic bags.

Where: Serves all of Alaska. Anchorage location. Closest Lower-48 location is Tacoma (i.e. Seattle port)

Web: www.smurfit.com

Total Reclaim

About the organization Total Reclaim is the leading recycler of computers and electronics in the Pacific Northwest. They follow environmental and socially responsible computer recycling practices and do not export electronic for recycle in developing countries.

Backhaul Services: They accept computers and electronics, Fluorescent Lamps and non-PCB Ballasts*, Household Appliances, Refrigerants and HVAC Units, Batteries (lead-acid and household). They operate an outreach program and offer training for proper packaging and staging of most recyclable materials. They train in villages or at their shop for Freon removal. Provide assistance in coordinating a backhaul program with carriers.

Where: Serves all of Alaska. Anchorage location. Also have a Seattle and Portland location to which electronics are shipped for processing.

Web: www.totalreclaim.com