

“Setting the Framework” Implementing and sustaining a backhaul program. Stan Tomaszewski, Environmental Coordinator, Maniilaq Association, NW Arctic

Tribal consortium for 10 villages in NW Arctic Borough. Stan's been a recycling tech for three yrs and currently accounts for 25% of his time and 75% of his time is as the brownfields coordinator for Maniilaq. Overlap between both programs.

3 yrs ago when they got a recycling grant, they got a plan going for recycling. They identified problems such as metal scrap, batteries, etc. Collection is going well, but storage is a problem.

70,000 lbs of e-waste was shipped in the Maniilaq Region

36,000 lbs of lead acid batteries came in from various locations. 18,000 lbs are still waiting to be repackaged to go out with Everts air or northland barge.

They repackage the batteries they get into totes to send out on northland to seattle. With white goods, e-waste they rely on air transport (primarily ats). A yr ago they discontinued free backhaul. When starting a program, you need to look at several different methods of transport (don't rely on just one method). Now the air companies charge for backhaul. Charge 25 cents/lb for a 35-50 miles distance. Charge 45cents/lb for villages that are further away (Kubok) plus sometimes a \$20 fee. Barge isn't really an option there – can be intermittent. Crowley charges 10cents/lb from villages to kotz plus 10 cents a pound for on the ground transportation at its destination. Noorvik sends batteries and electronics in. A big issue is getting the batteries out.

This summer they sent out four 40' connexes full of stuff. Crowley charges 10cents/lb from villages to kotz plus 10 cents a pound for on the ground transportation at its destination, so it's really 20 cents/lb. So Stan advises that you ask the transport comp these questions before you start. Ask if there are additional fees and what else they might need to pay. You don't want surprises.

In our region Kotz is the hub. Stan manages all the transport and coordinates the villages. He pays the invoice and then back-invoices to the villages. (to the council or whoever). He'll work with any organization- fish and game, borough etc

When he goes to villages he always tries to go to the dump. Tries to point out things that could be recycled at the dump.

For Air cargo from kotz to anch we use Everts. Kotz is the hub for commerce and activity.

They used to provide free backhaul. But with the energy situation, the fuel surcharge went up so they couldn't do it for free. So they worked out an arrangement of 12 cents / lb. Not a contractual agreement – just something they worked out. With the surcharge is more like 14 cents/lb.

Question: How are you covering those charges? Is it the villages or Manilaq.
Fees are paid through the IGAP grants. Used to use the Rasmussen grant, which no longer exists.

A lot of villages got rid of a lot of stuff thru the Rasmussen grant, and particularly when ats gave free backhaul. But now the batteries are difficult because of the new restrictions for transit and packaging. Same with electronics. Note on lead acid battery backlog - getting them on the aircraft isn't that big of deal to Kotz, but getting them to ANC is a little more difficult.

Stan does all the paperwork, transport, supplies, etc. It's important to develop relationships with all entities. Even someone who has a forklift to move something quickly. Try to get as much support as possible.

One community sent out 25 washer/dryers to kotz. Stan had to find help to drag them to storage (container). With the 2 shipments that came in suddenly, it immediately filled up a 20' connex.

Aluminum can recycling – hoping to really get this going with the general public in kotz. Stan will often go around and pick up cans from houses and businesses in town and store them in a container and they have already sent a full container to recycler.

Currently they're also working on white goods and they work with total reclaim a lot. They handle refrigerators and freezers and charge a fee. Looking at the expense of doing it themselves, bec they have hundreds of them. Someone in town charges \$120/unit for extracting Freon. Looking to pay someone else a more reasonable fee. Salvagers will accept fridges and freezers once Freon is removed.

White good experience is leading to big metal elimination. Public works and AIC local village corp will get together to discuss the angle of getting out big metal. Have 5000 tons of scrap. "Yellow metal"- heavy equipment. People want to get it out in one big lump but you have to start small. They are learning the scrap metal business. Alternative is to squash is and put in dump but its not cost effective or correct to do that.

They have a truck, palette jack, and dig scale (for weights up to 300 lbs)

Washers and dryers are not weighed. They use standard weight. 25 combo washers and dryers are 40,000 including washers and electric dryers.

Everts weighs as well – you can get the palette weight breakdown from them. That way stan knows who's sending what. Total reclaim also will give weights so can double check. Good way to keep records.

Total Reclaim charges \$0.25/lb fee.

They don't weigh washer/dryers. Stan just uses typical amounts.

Stan's job duties – he also will do tba's in villages thru his program.

Question: Is there overlap between brownfield and recycling efforts?

Villages want to backhaul out stuff from dump and the dump is on their brownfield inventory list, so can help there. When he goes to villages for backhaul there is assumption that there's contamination. Will talk to Tribal Admins about Brownfield's, will go out and to inventory with them and prioritize. If there is an assessment to be done then they help with the processing of targeted Brownfield assessment to characterize and assess contamination of the site.

Note from AJ:

- Identify what you have
- Log it
- Know what your recourses
- Figure out who can get this stuff out (transport companies)
- Get estimates, find out about hidden charges
- Create a time line for getting out based on funding.