

ALASKA LEGISLATURE COMMITTEE FILES 1991-1992 8672

7368

SENATE COMMUNITY & REGIONAL AFFAIRS



Coastal Resource Service Area

P.O. Box 849, Dillingham, Alaska 99576

(907) 842-2666-842-2667

January 30, 1992

Representative Fran Ulmer
 Alaska State Legislature
 P.O. Box V (MS 3100)
 Juneau, Alaska 99811

Subj: HB 389 - Recycling of Automobile Batteries

Thank you for introducing HB 389, relating to the recycling of automobile batteries, and for providing us a copy of the bill.

The Bristol Bay Coastal Resource Service Area (BBCRSA) Board is a locally elected body responsible for developing and implementing a coastal management plan for the portion of Bristol Bay that is within the Unorganized Borough. We are familiar with many of the solid waste management problems rural communities face and public health risks posed by hazardous waste.

The State needs to continue to encourage recycling efforts and provide the necessary incentives for promoting waste reduction and recycling programs. While we support the intent of HB 389, we also are very concerned about the financial hardship it will place on small retailers in rural communities, where recycling opportunities are limited or non-existent due to logistical problems and high transportation costs.

We believe the bill should be amended to require mandatory recycling of automobile batteries provided (1) there are established collection centers within communities, or subregional disposal points accessible to communities without collection centers, and (2) the financial burden to small retailers is limited to the cost of transporting batteries to an established collection point, and possibly a small nominal fee to help cover handling and shipment costs.

Sincerely,

Alice J. Ruby, Chairperson
 Bristol Bay CRSA

cc: Representative George Jacko
 Representative Cliff Davidson
 Senator Fred Zharoff

1507 Second St.
Douglas, Alaska 99824
January 24, 1991

Representative Fran Ulmer
P.O. Box V
State Capitol
Juneau, AK 99811

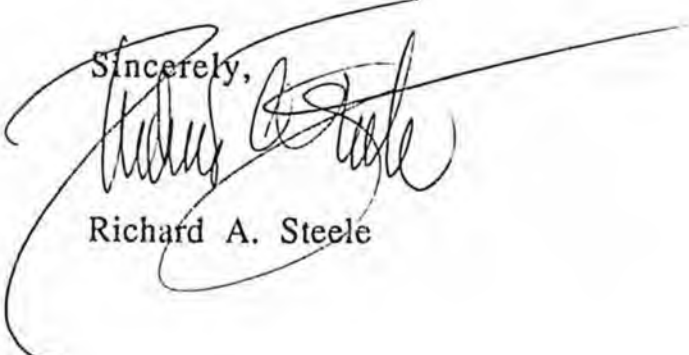
Dear Representative Ulmer:

As Chair of the Citizen's Advisory Committee on Waste Management for the City and Borough of Juneau, I would like to lend my support to House Bill No. 389, which you introduced to the House of Representatives. Obviously the Super Fund site in Fairbanks which is resulting in quite a bit of expense and inconvenience to clean up points to the need for incentives to recycle. This bill will help create such incentives.

Perhaps opposition to this bill will come from rural sites, not wanting to add cost that they cannot recover to batteries. But it can be pointed out that by applying the law statewide, it is creating cash flow for backhaulers. Every village receives a barge or truck or plane bringing in freight; this program will help those transporters return hauling something of value.

Thank you for your attention to this matter, and we fully encourage you in this pursuit.

Sincerely,



Richard A. Steele

ALEUTIANS WEST

COASTAL RESOURCE SERVICE AREA

January 28, 1992

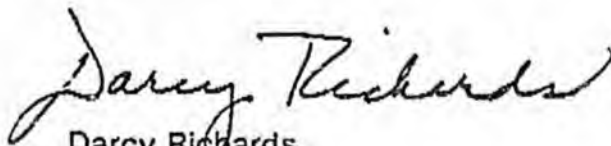
The Honorable George Jacko
House of Representatives
Juneau, AK 99881

Dear Representative Jacko:

The Aleutians West CRSA strongly urges you to support HB 389 relating to recycling of used automobile batteries. All too often viewed as useless items, these lead acid batteries are left to litter the Alaska landscape, posing an environmental hazard if improperly handled or disposed of.

We feel that this bill appropriate fosters cooperation between the retailer and consumer in recycling of automobile batteries. Recycling is good business!

Sincerely,



Darcy Richards
Program Director

DR:em

cc: Fran Ulmer
Bettye Davis

Post-It™ brand fax transmittal memo 7671 # of pages = 2

To	F. Ulmer ✓	From	Darcy Richards
Co.		Co.	AWCRSA
Dept.		Phone #	
Fax #	465-2108	Fax #	



TOTEM OCEAN TRAILER EXPRESS, INC.

2511 TIDEWATER ROAD • ANCHORAGE, ALASKA 98501
PHONE (907) 276-5968 • ADM FAX (907) 278-0461 • TELEX 510-600-4901

March 5, 1992

Representative Fran Ulmer
House of Representatives
State of Alaska
Pouch V
Juneau, AK 99811

Dear Representative Ulmer:

Ref: HB #389

Totem Ocean Trailer Express, Inc. supports your efforts with HB#389, dealing with the recycling of automotive batteries in Alaska as another positive effort in protecting our environment.

We appreciated the opportunity we had recently to meet with you and your staff in Juneau when we discussed other recycling issues in addition to HB389.

Sincerely,

Jeffrey P. Keck
Alaska General Manager

JPK:cc



Southwest Alaska Municipal Conference

Putting Resources to Work For People

3300 Arctic Blvd., Suite 203 • Anchorage, Alaska 99503 • (907) 562-7380 • FAX (907) 562-0438

RESOLUTION 92-1

A RESOLUTION OF THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE URGING THE GOVERNOR AND THE ALASKA STATE LEGISLATURE TO SUPPORT MARINE GARBAGE, RECYCLING AND WASTE REDUCTION PROGRAMS

WHEREAS, solid waste management is a major problem in Southwest Alaska communities; and

WHEREAS, the Southwest Alaska Municipal Conference, at the membership's request, began a marine garbage and recycling project in 1990; and

WHEREAS, the Alaska Department of Environmental Conservation has instituted programs to increase recycling and waste reduction in local communities but lacks adequate staff to adequately administer these programs and assist communities in implementing the results; and

WHEREAS, the problems of marine garbage, recycling and waste management directly impact the economies of local Southwest communities; and

WHEREAS, House Bill No. 389 has been introduced to encourage the recycling of automobile batteries.

NOW, THEREFORE BE IT RESOLVED, that the Southwest Alaska Municipal Conference urges that Governor Hickel and the Alaska State Legislature fund at an adequate level marine garbage, recycling, and waste reduction programs to benefit the region's residents; and

BE IT FURTHER RESOLVED, that the Southwest Alaska Municipal Conference urges the Alaska State Legislature pass Senate Bill No. 389 and that it be approved by Governor Hickel.

PASSED AND APPROVED BY THE SOUTHWEST ALASKA MUNICIPAL CONFERENCE THIS 19th DAY OF JANUARY, 1992.

Richard G. Wilson, President

Marideth Sandler, Executive Director



Alaska Environmental Lobby, Inc.

P.O. Box 22151 Juneau, Alaska 99802

907-463-3365
Fax 907-463-3312

January 27, 1992

Representative Fran Ulmer
P.O. Box V
Juneau, AK 99811

RE: HB 389 -- Recycling of Automobile Batteries

Dear Representative Ulmer,

The Alaska Environmental Lobby (AEL) is a coalition of 19 Alaskan environmental organizations formed to provide a unified voice to the Alaskan legislature. AEL would like to thank you for introducing HB 389 -- Recycling Automobile Batteries.

HB 389 is a critical step in recycling of waste and in preventing contamination of drinking water and soil contamination by carelessly disposed of lead acid batteries.

We concur with Department of Environmental Conservation's concerns about the difficulties involved in recycling batteries from the bush. However, bush residents must also be protected from the toxic effects of lead. We hope that as the bill progresses through the legislative process, these concerns are addressed.

We appreciate your continued efforts to promote a clean healthy environment for all Alaskans.

Sincerely,

Marna Schwartz
Marna Schwartz
Executive Director



Alaska State Legislature

Please enter into the record my testimony to the Resources
committee name

committee on HB 389, dated 02/04/92

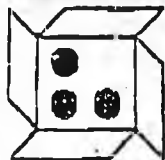
bill/subject

As a public health professional I am concerned about the negative health effects associated with the disposal of used automobile batteries in Alaska. During my graduate program, at the University of Minnesota, I served as a public health advocate working with Senator Greg Dahl's office on battery recycling. Senator Dahl authored automobile battery recycling legislation which has been implemented in Minnesota. The Minnesota law requires a deposit system similar to the proposed HB389 legislation. This legislation has been highly successful in collecting 95% or more of car batteries that are being replaced. We worked closely with the Minnesota retail business lobby and they have not reported difficulty with the deposit/return system. Minnesota, like Alaska, has a large number of rural communities, and yet this legislation has not proven to be overly burdensome to rural Minnesotan residents.

In summary, the Minnesota experience with this type of car battery recycling program has been very positive. It shows that the consumer, the retailer, and the state can work together to help solve some of the environmental problems associated with modern technology.

Signed: JACQUELYN L WAGNER M.P.H.
Testifier

Representing (Optional)
1470 NOBLE ST. # 3 FAIRBANKS AK 99701
Address
451-1004
Phone No.



BROMAR ALASKA

March 5, 1992

Representative Fran Ulmer
House of Representatives
State of Alaska
Pouch V
Juneau, Alaska 99811

Re HB 839

Dear Representative Ulmer,

Bromar Alaska and it's employees enthusiastically support recycling. With that stated, we are happy to see that HB 839 is moving forward.

We feel that House Bill 839 relating to the recycling of automobile batteries is a very important and necessary measure. You have our full support.

Bromar Alaska appreciates your efforts to coordinate with the private sector to insure that we can work with and support this legislation. Please continue your fine efforts to keep us "in the loop" regarding recycling bills and their status during this session.

Sincerely,

Michael J. Droege
Vice President





February 11, 1992

Position Paper

CS for HB 389 (Resources) - Recycling of Lead Acid Batteries

The Alaska Municipal League supports the Committee Substitute for House Bill 389 (Resources). The legislation provides a financial incentive for lead acid battery retailers and wholesalers to accept and for consumers to return used batteries. This recycling bill will help deter the improper disposal of batteries which can be a significant source of lead, a highly toxic chemical and significant health risk in our environment.

The AML 1992 Policy Statement states,

"Solid Waste Reduction Programs: The League supports funding and implementation of statewide solid waste reduction programs, e.g., recycling, litter reduction, waste oil recycling, required deposits on beverage bottles and cans, etc., to be developed and operated in conjunction with municipal governments." Page 42.

The AML, under contract with the Alaska Department of Environmental Conservation, has also established Municipal Pollution Prevention Roundtable. The Roundtable has brought together a number of municipal solid waste professionals and elected officials from municipalities across Alaska to discuss and explore pollution prevention methods. In response to the Roundtable's activities so far the AML passed a resolution (AML Resolution No. 92-9) which specifically mentions the need for the state "to pursue an action-oriented clean-up program of specific problem wastes (such as batteries)."

The CS does amend the original bill to provide a fee or deposit of "not less than \$5." The CS and the House Resources Committee also recognized that the collection/return and proper disposal of lead acid batteries is more problematic in Alaska's rural communities. The CS delays the effective date of the legislation for rural areas and calls on the ADEC, working with the AML and rural communities, to explore ways to provide for lead acid battery recycling.

Again, the AML supports the CS for HB 389 and is willing to assist in its implementation.



Alaska Center for the Environment

519 West 8th Ave. #201 • Anchorage, Alaska 99501 • (907) 274-3621

February 26, 1992

Representative Fran Ulmer
State Capitol Building
Juneau, Alaska 99811-3100

Dear Representative Ulmer,

The Alaska Center for the Environment strongly supports HB 389, your bill relating to the recycling of automobile batteries.

This bill provides an important incentive to the consumer for recycling. ACE appreciates your work to lessen the potential threat to human health from acid and lead oxide emitted from improperly disposed of batteries.

HB 389 is clearly a step towards preventing pollution and will reduce future costs to the State and human health. It is also encouraging to recognize the success of battery recycling programs presently existing in other states.

Mandating action and penalizing failure to comply is a positive step to ensuring the effectiveness of this policy. We suggest the bill add a tracking system or mandatory record keeping, to guarantee that the law will not be abused (e.g. improper disposal of batteries). Since this policy requires monitoring, delegating specific enforcement responsibilities is essential. Perhaps a follow-up report to the legislature on the effectiveness of the battery deposit program would encourage the implementation of these suggestions.

ACE is also concerned about the rural exemption pending DEC's impact assessment. We feel it is very important to include the rural communities in this recycling effort and we hope to see future legislation for a battery policy which accommodates rural needs. ACE also feels it is unfortunate that limitations have been placed on the original bill; such as the exemption of heavy machine batteries.

The Center applauds your effort to advance and improve the management of hazardous wastes throughout the State. We offer our full support and assistance for the passage and implementation of HB 389.

Sincerely,

Karen Wood
Pollution Prevention Staff

Meg Simonian
Intern



ALPAC

Pepsi-Cola Bottling Company of Alaska, Inc.

March 5, 1992

Representative Fran Ulmer
House of Representatives
State of Alaska
Pouch V
Juneau, Alaska 99811

Reference: HB 389

Dear Representative Ulmer,

ALPAC/Pepsi Cola Bottling Company of Alaska recognizes that the recycling of automobile batteries in Alaska is very important to the environment.

It is very important to the protection of the environment here in Alaska. We applaud Representative Ulmer's efforts in the area of recycling in general and her efforts to improve the recycling of specifically automobile batteries. Therefore, Fran has our support in her efforts to improve the recycling of hazardous materials through her most recent legislative actions in House Bill 389.

We are especially appreciative of Fran's efforts to communicate with the business community regarding recycling bills and their status during this current session of the legislature.

Sincerely,

Roger Briley
General Manager

03059201



Alaska Applied Sciences, Inc.

Box 020993 • Juneau, Alaska 99802

907-586-1426 • FAX: 586-1423

30 March 97

Senator Steve Frank
State Affairs Committee

Dear Senator Frank:

Please advance HB389 with recommendation for passage by the Senate.

Our company has built an electric car, a Honda CRX converted from gasoline to electric power. A photo of this electric Honda CRX car is enclosed. It uses sixteen, 6-volt, lead acid batteries, of the type covered by HB389, in its propulsion battery. Each of the sixteen batteries weighs about 65 pounds.

This Honda CRX conversion was built as a demonstration:

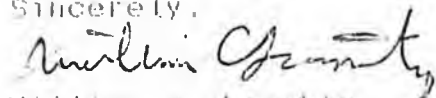
1. that such conversions are practical; the documented cost of the conversion;
2. of the operating costs-- primarily energy and maintenance-- of the vehicle in Juneau's environment and driving conditions;
3. of user acceptance-- primarily convenience and performance, or lack thereof-- of such vehicles;
4. of the extent to which electric cars, and other vehicles, can be expected to alleviate the myriad problems-- of which energy is only one-- of private auto transportation.

We believe the owner's costs of operating an electric vehicle should include the environmental costs of recycling used storage batteries. The cash deposit system in HB389 seems the simplest and most effective way of encouraging proper disposal of all used vehicle storage batteries. In the long term, this should help "clean up" the reputation of large batteries, to give electric vehicles a fairer chance of acceptance.

We'll be glad to demonstrate our electric Honda CRX for you.

Thank you for your consideration.

Sincerely,



William G. Leighty
Principal

copy: Rep. Fran Ulmer

HK. Applied Sciences

William C. Leighton
Electric car

Battery - HB 387

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

AK. Applied Sciences

William C. Leighty
Electric car

Battery - HB389

Page 3, line 14

1

Insert new (g)

- (g) Any person purchasing a lead acid battery, who provides a retailer with a used lead acid battery, is relieved of any further liability with respect to the battery or its handling, storage, transportation, recycling, reclaiming or disposal, once the used battery is accepted by the retailer

Renumber remaining.

Steve -

Legal said you can't limit liability on a federal level ie - Superfund cleanups

Do you want to explore limiting liability on a state level?

file #B 389

Note for Findling, George ATO-2020

From: Christian, Bill ATO-2096
 Date: Thu, Mar 5, 1992 9:55 AM
 Subject: RE: Battery Bill
 To: Christian, Bill ATO-2096; Lipchak, Robert ATO-1990; Malinverni, Al ATO-570
 Co: Findling, George ATO-2020; Rodgers, Dan ATO-2002

NMJ,
 Facs to
 Beverly,
 ASAS.
 @

Bob, et al-- I agree with Bob's comments. The notion that a retailer would have an absolute right to determine the acceptability of individual batteries turned in for recycle will guarantee that the risks which are the target of the bill will not be alleviated. Each retailer will have an incentive to keep the \$5.00 battery premium and refuse the tendered used battery--thereby making a 10% premium on each sale while avoiding the liability and cost associated with the disposal/recycle. As now drafted, the bill's incentives point strongly in the wrong direction. My changes are highly desirable to us, since the big potential liability we face as a deeeceep pocket is that our used batteries will be mishandled by a financially shaky recycler and the government will come after us for a large share of the clean up costs under the federal and state CERCLA laws, Hope it's not too late to get this turned around.

From: Lipchak, Robert ATO-1990 on Thu, Mar 5, 1992 9:47 AM
 Subject: Battery Bill
 To: Malinverni, Al ATO-570
 Cc: Christian, Bill ATO-2096; Findling, George ATO-2020; Lipchak, Robert ATO-1990; Rodgers, Dan ATO-2002

Al:

A brief comment on the proposed battery bill. I support the issue raised by Bill Christian concerning liability and trying to get relief from it for those that turn used batteries in for recycling. I disagree with the revised bills wording that only non-broken and reasonably clean batteries must be accepted. The cracked, leaking, broken batteries are the ones that pose the most environmental threat and should be the target of recycling. Retailers of batteries are the ones most likely to have the leak proof containers available that many batteries are shipped in, hence, I see little justification for excluding them. If someone walks in with 10 batteries and only 9 are accepted because number 10 is cracked we can only speculate what will happen to number 10, chances are it will be dumped. I also question whether or not this type of wording gives all recyclers/retailers an "out" from ever having to accept broken batteries. The additional volume of "good" batteries generated by this bill may cause all battery recyclers to refuse "bad" batteries because of the increased volume they will be dealing with and the fact that this legislation says its O.K to do so.

I heard that this has already passed something (the house?).

Bob

Alaska State Legislature

HOUSE OF REPRESENTATIVES



REPRESENTATIVE FRAN ULMER

MEMORANDUM

TO: Senator Steve Frank, Chair
Senate Community and Regional Affairs Committee

DATE: March 10, 1992

FROM: Representative Fran Ulmer

SUBJ: CSHB 389 "An Act relating to recycling of lead acid batteries"

I am requesting a hearing in your committee and your support for HB 389, which will help remove a highly toxic chemical (lead) from our environment.

THE PROBLEM

Every year, more than 3,000 tons of lead acid batteries are disposed of in Alaska -- many of them improperly. Thrown from marine docks, abandoned by the roadside, left in piles to decompose, these batteries pose a significant health risk. According to the EPA more than 80% of all the lead produced in the U.S. winds up in lead acid batteries.

When lead is released into the environment it can find its way into the food chain, primarily through ground water contamination. It is an especially pernicious problem because lead is an element that cannot be destroyed -- it builds up in animals and people. Lead poisoning can cause severe mental and physical injuries, especially in children.

HOW IT WORKS

HB 389 seeks to alleviate this problem by offering incentives to both the consumer and the distributor to recycle lead acid batteries. It does so by:

* requiring retailers and wholesalers to accept a used battery at the time of sale of a new one;



March 10, 1992
CSHB 389
Page Two

HOW IT WORKS (Continued)

- * requiring that used batteries be in reasonably sound and clean condition when delivered for a refund;
- * allowing for the assessment of a minimum \$5.00 "core charge" redeemable when a used battery is returned to the retailer or a community recycling center;
- * allowing the retailer to keep the "core charge" if a used battery is not returned within 30 days; and
- * requiring that notices be posted at the place of business informing consumers of the recycling system.

CONCERNS ADDRESSED IN COMMITTEE

CSHB 389 (Labor and Commerce) includes several changes as a result of a working group of environmental, legal and industry interests concerned about the issue. I believe the Labor and Commerce CS makes this legislation more adaptable to the unique conditions regarding transportation and recycling of lead acid batteries in Alaska. The concerns addressed include:

- * requiring that transporters of used batteries hold an EPA hazardous waste identification number. This is to help insure that transporters remain accountable for proper shipment;
- * providing an exemption for sales in areas where there are no qualified transporters available;
- * delaying the effective date for one year for small communities with no access to the state road system, marine highway system or regular jet service; and
- * defining batteries covered under this bill as those weighing less than 25 kilograms (approximately 55 pounds). This represents the vast majority of auto, marine and airplane batteries.

These changes have satisfied a majority of the concerns expressed by retailers, recyclers and consumers.

SUPPORT FOR CSHB 389

ALASKA MUNICIPAL LEAGUE
ALASKA BATTERY
ALASKA HEALTH PROJECT
KODIAK ISLAND BOROUGH
E & L AUTO, JUNEAU
AK ENVIRONMENTAL LOBBY
ALEUTIAN WEST CRSA
SW AK MUNICIPAL CONFERENCE
ALPAC/PEPSI OF ALASKA
BROMAR ALASKA

JUNEAU RECYCLING COMMITTEE
ALASKA CENTER FOR THE ENVIRONMENT
NAPA AUTO PARTS - KETCHIKAN AND JUNEAU
CHANNEL SANITATION
DEPT. INDUSTRIAL DEVELOPMENT - N. SLOPE BOROUGH
FRIENDS OF RECYCLING - JUNEAU
ENVIRONMENTAL PROTECTION AGENCY (EPA)
DEPT. OF ENVIRONMENTAL CONSERVATION
TOTEM OCEAN TRAILER EXPRESS, INC.
REVILLA RECYCLING OF KETCHIKAN

STATES WITH ENACTED BATTERY RECYCLING LEGISLATION

- Arizona
- California
- Connecticut
- Florida
- Georgia
- Hawaii
- Illinois
- Indiana
- Iowa*
- Kentucky
- Louisiana
- Maine
- Massachusetts*
- Michigan
- Minnesota
- Missouri
- New Hampshire*
- New York
- North Carolina
- Oregon
- Pennsylvania
- Rhode Island
- Tennessee
- Vermont*
- Virginia
- Washington
- Wisconsin
- Wyoming

* These states enacted only a prohibition on the disposal of lead batteries in the solid waste stream.



U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION 10

ALASKA OPERATIONS OFFICE
410 WILLOUGBY AVE. SUITE 100
JUNEAU, ALASKA 99801

REPLY TO
ATTN OF:

February 5, 1992

AOO

Barnaby Dow
c/o Representative Fran Ulmer
Room 421, Capitol
PO Box V
Juneau, AK 99811

Dear Mr. Dow:

You recently requested clarification from EPA regarding the application of the Resource Conservation and Recovery Act (RCRA) to recycling spent lead-acid batteries. The requirements for recyclable materials are addressed in CFR 40, Part 261.6, EPA Hazardous Waste Regulations (pertinent portions of regulations attached). Specifically, 261.6(a)(2)(v) exempts spent lead-acid batteries that are being reclaimed from RCRA generator, transporter, and storage requirements. Further, CFR 40, Part 266.80 (Subpart G - Spent Lead-Acid Batteries Being Reclaimed) exempts persons who generate, transport, collect or store spent batteries but do not reclaim ("crack" or break open batteries to reclaim salvageable materials) from RCRA requirements.

In summary, operations which generate, transport, collect or store spent lead-acid batteries are exempt from federal hazardous waste regulations provided those operators are not engaged in reclaiming or dismantling said batteries to recover salvageable material, and provided the manner in which they store the batteries prior to reclamation does not constitute disposal. Air shipment of lead-acid batteries is permissible provided adherence with the International Air Transport Association (IATA) dangerous goods regulations.

While disposal of spent lead-acid batteries is strictly regulated under federal and state hazardous waste regulations, the absence of a convenient, cost effective mechanism has left the actual fate of these batteries uncertain throughout Alaska. The result has been serious environmental harm from the haphazard discarding of batteries along Alaska's highways, streams and in landfills, only to be eventually dealt with at a later date at extreme expense. We are encouraged by Representative Ulmer's proposed legislation (HB #389) which, if enacted, would provide a positive incentive and mechanism to recycle spent lead-acid batteries in Alaska.

Barnaby Dow
c/o Representative Fran Ulmer
February 5, 1992
Page 2

If I can be of further assistance, please do not hesitate to contact me.

Very truly yours,



Steven A. Torok
Chief, State Operations Section

enclosure

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 ... ed, licensed, or registered
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 ... which:

(A) Beneficially uses or reuses, or legitimately recycles or reclaims its waste; or

(B) Treats its waste prior to beneficial use or reuse, or legitimate recycling or reclamation.

(h) Hazardous waste subject to the reduced requirements of this section may be mixed with non-hazardous waste and remain subject to these reduced requirements even though the resultant mixture exceeds the quantity limitations identified in this section, unless the mixture meets any of the characteristics of hazardous waste identified in subpart C.

(i) If any person mixes a solid waste with a hazardous waste that exceeds a quantity exclusion level of this section, the mixture is subject to full regulation.

(j) If a conditionally exempt small quantity generator's wastes are mixed with used oil, the mixture is subject to subpart E of part 266 of this chapter if it is destined to be burned for energy recovery. Any material produced from such a mixture by processing, blending, or other treatment is also so regulated if it is destined to be burned for energy recovery.

(51 FR 10174, Mar. 24, 1986, as amended at 51 FR 28682, Aug. 8, 1986; 51 FR 40637, Nov. 7, 1986; 53 FR 27163, July 19, 1988)

§ 261.6 Requirements for recyclable materials.

(a)(1) Hazardous wastes that are recycled are subject to the requirements for generators, transporters, and storage facilities of paragraphs (b) and (c) of this section, except for the materials listed in paragraphs (a)(2) and (a)(3) of this section. Hazardous wastes that are recycled will be known as "recyclable materials."

(2) The following recyclable materials are not subject to the requirements of this section but are regulated under subparts C through H of part 266 of this chapter and all applicable provisions in parts 270 and 124 of this chapter:

(i) Recyclable materials used in a manner constituting disposal (subpart C);

(ii) Hazardous wastes burned for energy recovery in boilers and industrial furnaces that are not regulated

under subpart O of part 264 or 265 of this chapter (subpart H);

(iii) Used oil that exhibits one or more of the characteristics of hazardous waste and is burned for energy recovery in boilers and industrial furnaces that are not regulated under subpart O of part 264 or 265 of this chapter (subpart E);

(iv) Recyclable materials from which precious metals are reclaimed (subpart E);

(v) Spent lead-acid batteries that are being reclaimed (subpart G).

(3) The following recyclable materials are not subject to regulation under parts 262 through parts 266 or parts 238, 270 or 124 of this chapter, and are not subject to the notification requirements of section 3010 of RCRA:

(i) Industrial ethyl alcohol that is reclaimed except that, unless provided otherwise in an international agreement as specified in § 262.58:

(A) A person initiating a shipment for reclamation in a foreign country, and any intermediary arranging for the shipment, must comply with the requirements applicable to a primary exporter in §§ 262.53, 262.56 (a)(1)-(4), (6), and (b), and 262.57, export such materials only upon consent of the receiving country and in conformance with the EPA Acknowledgment of Consent as defined in subpart E of part 262, and provide a copy of the EPA Acknowledgment of Consent to the shipper transporting the shipment for export;

(B) Transporters transporting a shipment for export may not accept a shipment if he knows the shipment does not conform to the EPA Acknowledgment of Consent, must ensure that a copy of the EPA Acknowledgment of Consent accompanies the shipment and must ensure that it is delivered to the facility designated by the person initiating the shipment.

(ii) Used batteries (or used battery cells) returned to a battery manufacturer for regeneration;

(iii) Used oil that exhibits one or more of the characteristics of hazardous waste but is recycled in some other manner than being burned for energy recovery;

(iv) Scrap metal;

ing, or other treatment to meet the specification provided under § 266.40(e) must obtain analyses (or other information) documenting that the used oil meets the specification.

(e) **Recordkeeping.** A burner who receives an invoice under the requirements of this section must keep a copy of each invoice for three years from the date the invoice is received. Burners must also keep for three years copies of analyses of used oil fuel as may be required by paragraph (d) of this section. In addition, he must keep a copy of each certification notice that he sends to a marketer for three years from the date he last receives off-specification used oil from that marketer.

(The notification requirements contained in paragraph (b) of this section were approved by OMB under control number 2050-0028. The certification requirements contained in paragraph (c) of this section were approved by OMB under control number 2050-0047. The analysis requirements contained in paragraph (d) of this section were approved by OMB under control number 2050-0047. The recordkeeping requirements contained in paragraph (e) of this section were approved by OMB under control number 2050-0047.)

[50 FR 49205, Nov. 29, 1985, as amended at 52 FR 11822, Apr. 13, 1987]

Subpart F—Recyclable Materials Utilized for Precious Metal Recovery

§ 266.70 Applicability and requirements.

(a) The regulations of this subpart apply to recyclable materials that are reclaimed to recover economically significant amounts of gold, silver, platinum, palladium, iridium, osmium, rhodium, ruthenium, or any combination of these.

(b) Persons who generate, transport, or store recyclable materials that are regulated under this subpart are subject to the following requirements:

(1) Notification requirements under section 3010 of RCRA;

(2) Subpart B of part 262 (for generators), §§ 263.20 and 263.21 (for transporters), and §§ 265.71 and 265.72 (for persons who store) of this chapter;

(c) Persons who store recycled materials that are regulated under this sub-

part must keep the following records to document that they are not accumulating these materials speculatively (as defined in § 261.1(c) of this chapter):

(1) Records showing the volume of these materials stored at the beginning of the calendar year;

(2) The amount of these materials generated or received during the calendar year; and

(3) The amount of materials remaining at the end of the calendar year.

(d) Recyclable materials that are regulated under this subpart that are accumulated speculatively (as defined in § 261.1(c) of this chapter) are subject to all applicable provisions of parts 262 through 265, 270 and 124 of this chapter.

Subpart G—Spent Lead-Acid Batteries Being Reclaimed

§ 266.80 Applicability and requirements.

(a) The regulations of this subpart apply to persons who reclaim spent lead-acid batteries that are recyclable materials ("spent batteries"). Persons who generate, transport, or collect spent batteries, or who store spent batteries but do not reclaim them are not subject to regulation under parts 262 through 266 or part 270 or 124 of this chapter, and also are not subject to the requirements of section 3010 of RCRA.

(b) Owners or operators of facilities that store spent batteries before reclaiming them are subject to the following requirements.

(1) Notification requirements under section 3010 of RCRA;

(2) All applicable provisions in subparts A, B (but not § 264.13 (waste analysis)), C, D, E (but not § 264.71 or § 264.72 (dealing with the use of the manifest and manifest discrepancies)), and F through L of part 264 of this chapter;

[50 FR 666, Jan. 4, 1985, as amended at 50 FR 33543, Aug. 20, 1985]

Subpart H—Hazardous Waste Burned in Boilers and Industrial Furnaces

SOURCE: 56 FR 7208, Feb. 21, 1991, unless otherwise noted.

Environmental Protection

EXPIRES DATE NOTE: At 1991, §§ 266.100 through 266.112 were added, effective 1991.

§ 266.100 Applicability.

(a) The regulations apply to hazardous waste processed in a boiler or furnace (as defined in § 261.1(c) of this chapter) irrespective of whether the waste is burned or processed, provided by paragraphs (b) of this section. In this subpart "burn" means burning, recovery or destruction, for materials recovery only. The emissions provisions of §§ 266.104, 266.105, 266.107 apply to facilities under interim status or operating permit as §§ 266.102 and 266.103.

(b) The following hazardous waste and facilities are not subject to regulation under this subpart:

(1) Used oil burned for energy recovery that is also a hazardous waste solely because it exhibits one or more characteristics of hazardous waste under subpart C of part 261 of this chapter. Such used oil is subject to regulation under subpart E of part 261 of this chapter.

(2) Gas recovered from solid waste landfills which is burned for energy recovery.

(3) Hazardous waste which is exempt from regulation under section 3010 of RCRA and 261.6(a)(3) (v-viii) of this chapter and hazardous wastes which are exempt from regulation under section 3010 of RCRA.

(4) Coke ovens, if the waste burned is EPA B-1 waste under § 261.5 of this chapter.

(c) Owners and operators of facilities including, but not limited to, pyrometallurgical operations, including cupolas, sintering furnaces, and foundry furnaces, and including cement kilns, or halogen acid furnaces (for hazardous waste) that process hazardous waste solely for metal recovery are conditionally exempt from regulation under this subpart §§ 266.101 and 266.112.



PERMANENT FUND: Dividend applications go out to

LISA SLIWA

Guardian Angel
and fashion model

Lifestyles, Page D-1

CHANGING TIME

Come Easter Sunday
many of us will be late

Nation, Page A-6



Anchorage Dai

VOL. XLIII, NO. 92 68 PAGES

ANCHORAGE, ALASKA, FRIDAY, APRIL 1, 1988

Lead contamination from battery shop found in area yards

By PATTI EFFER
Daily News reporter

Lead contamination from a Mountain View battery shop has moved out of the company's yard and into the surrounding neighborhood, a new federal report shows.

Moreover, PCBs in concentrations dozens of times higher than considered safe also have been documented in the yard at Alaska Husky Battery, surprising environmental officials who say something will eventually have to be done to clean up the property and surrounding area.

Public health advocates on Thursday said the levels of lead and PCBs were high enough to constitute a "health emergency." Two community

groups, which criticized the government for lack of action on a site known to be a problem for the last several years, want immediate steps taken to prevent contaminated dust from being blown off-site.

But state and federal environmental officials said they had no plans to take immediate action to prevent further spread of contaminants.

And state officials said the state simply lacks the money to clean up the site.

The battery store, at 4450 Mountain View Drive, has been of concern to environmental officials since at least 1980, according to the new report

See Back Page, CONTAMINATION

LAST LUNCH



Barbara Merculio and her daughter

Records detail claims of kickbacks on Slope

By RICHARD MAUER
Daily News reporter

A chain of checks and invoices has been disclosed by the government that publicly detail for the first time its claim that money flowed from the North Slope Borough through two consulting firms and into the bank accounts of lobbyist Lewis Dischner and businessman Carl W. Mathisen.

The documents, filed in U.S. District Court, also give the most complete

Mathisen were paid substantial kickbacks by contractors.

The records show how, during the month of June 1984, a \$58,000 payment was passed from Coffman Engineers of Bellevue, Wash., through a Seattle architectural firm, McCool-McDonald, for disposition to Dischner and Mathisen.

Dischner and Mathisen are facing trial in September on 36 counts of racketeering, bribery and tax evasion stemming from the government's

lleged that Dischner 9.1 million in kickbacks sought their help from the admin- Eugene Brower. from 1981-84, has units of tax evasion prosecutors. Dischner advisers and paid led of bribing him up aides with cash.

vit of Assistant U.S. the newly disclosed tion of the govern- eance on Count 22 of

ccused Dischner and ils to secretly collect ount paid to the igh. The contractors by billing it for the er and Mathisen, the

the Prudhoe Bay area. Piermattel's letter, addressed to McCool-McDonald officer manager Donna White, said the payment was for "consulting services." The next day, June 20, McCool-McDonald issued a \$56,922.59 check to Dischner and his Juneau-based lobbying firm, Trust Consultants. A McCool-McDonald employee deposited the check in Dischner's account at the Seattle branch of the Canadian Imperial Bank. On June 27, White sent the deposit receipt and a letter to Dischner in Juneau, listing the same projects contained in the Coffman Engineers accounting. Among the documents is a \$28,450 check that Dischner wrote to Mathisen on June 25 — roughly half the payment from Coffman Engineers. The photocopy that includes the June 25 check also has two other apparently unrelated payments from Dischner to Mathisen, including a hand-scrawled \$100,000 check that Dischner wrote was for "ADV PYMT — PME." Pacific Management and Engineering was another North Slope contractor accused of

president, didn't return calls left at their office in Bellevue. A spokesman for the firm, Bruce Pozzi, described the payment as "an architect's override," which he said was a standard industry fee paid from one design firm to another for directing business its way. "In no way were monies paid, that we have knowledge of, for kickbacks," Pozzi said. He said he couldn't explain why Dischner would have asked McDonald to collect fees from Coffman Engineers. A receptionist at McCool-McDonald said Donna White didn't work there anymore, and her home telephone in Bellevue was unlisted. She didn't respond to a telegram sent there today. McDonald was said to be out of town. The firm's lawyer, Dan Dubitzky of Seattle, declined to comment specifically on the documents. He referred to an earlier statement in which the firm denied wrongdoing and said: "All our dealings with the North Slope Borough were completely open and above-board, as were all payments made to Trust Consultants." McCool-McDonald has filed a sealed motion

the U.S. Attorney's office in Anchorage. The attorney, Robert J. Gammage, testified in court that he reviewed over 10,832 pages of documents, including 1,000 pages of documents from the Public Offices Commission, a local disclosure agency. The defense and the attorney's office are still reeling over the significant half-million pages of record cabinets and boxes in the attorney's office. While the defense can examine an al, it has refused to provide. Defense lawyers have ar knowing what those docum cannot adequately prepare f Judge Fitzgerald has giv 6 to complete their inspect finished by then, he order brought to his courtroom ar to appear there, and to wo they are done.

CONTAMINATION: Lead found in yards neighboring batter

Continued from Page A-1

prepared for the U.S. Environmental Protection Agency. In 1984, tests of the property revealed lead as high as 74,000 parts per million behind the shop building and unsafe levels in the groundwater and a shop well. In 1985, more tests turned up lower levels — no more than 2,700 parts per million — on the premises.

The EPA considers 1,000 ppm in soil to be unsafe in areas where children might play. The federal Centers for Disease Control says 500 to 1,000 ppm can cause elevated lead blood levels in children.

The new report cites lead levels up to about 68,000 ppm on the site and more than 1,000 ppm off the site. Eleven off-site samples were taken from the alley behind the business and nearby residential yards, the report said, with the highest levels showing up in the alley.

PCBs, which are considered unsafe in soil above 50 ppm, were documented at 2,300 ppm in the shop yard. Off-site samples were not tested for PCBs.

"I think the danger or the risk there is the long-term exposure," said Carl Lautenberger, an Anchorage EPA official. "It's not a playground area but there are houses nearby."

"It's not a situation where we've got volatile emissions or a classic emergency," he added. "But there is a concern for long-term exposure and there is going to have to be some corrective action taken."

Lautenberger and Larry Dietrick, director of environmental quality for the state Department of Environmental Conservation, said more sampling will be done in May, weather permitting. Results of that testing program will be used to determine how deep the contamination is, whether it has penetrated the groundwater and how best to go about cleaning up the area.



Anchorage Daily News/Fran Durner

Lead has migrated from the site of Alaska Husky Battery to neighboring land.

Dietrick said DEC simply has no program in place that would allow the state to speed up the testing and cleanup process.

"Our part of the problem right now is this is another example of a situation where we don't have the resources for the investigation and no monies earmarked for cleanup," he said.

But, he added, "We can't continue to piecemeal these kinds of sites, particularly when you get one that's this serious."

Two local groups — the American Lung Association's local chapter and the Alaska Center for the Environment — want action now to prevent the spread of contaminants while fur-

ther testing is done. The groups have been urging DEC and EPA to do something about the battery shop since last summer, when reports of high lead levels came out.

"I think the report shows there is a risk to the residents of the area and that, because of that, immediate protective measures should be taken," said Kristine Benson, hazardous waste specialist for the Center for the Environment.

Benson suggested covering the contaminated areas with some sort of impermeable plastic covering and blocking off the alley to traffic and pedestrians, particularly neighborhood children who might play there.

"To allow the exposure to continue

is inexcusable at t! "The highest levels and now we're for the same situation.

Deborah Williams clation said her gr for the formation and municipal tasi ately begin worki problem.

"I think this r health emergency yard," Williams sa to me that one of things to do would ate steps that v amount of lead and airborne when brea

Lead has been number of health p high blood pressu: problems, learning iora! problems and

"Acute" or shor high levels causes and other illness, that, "If it's a real it's very possible w lead poisoning."

Lautenberger' sr expect to find PCI decided to run the the pollutant beca told the shop mi; transformers at one

PCBs were detec ple taken in the yar with soil and can lead, further samy will be done, he sai

The shop, which ness for about 30 ye owners, used to ma and, in the proces chemicals were spll The most recent be lng process was a current owners' aff- vestigations began as a retail outlet for

OIL INDUSTRY: Association runs ads to counter move against tax ex

Continued from Page A-1

hadn't been in Alaska. I guess we were just trying to make people realize how important the industry is to Alaska."

But Grussendorf said the ads seem to say quite clearly that if it were not for the oil and gas producers, libraries, schools and museums would

and by Bradley Advertising Inc., are more direct in linking state tax loads to oil activity. One quotes a Doyon Drilling official as saying "There's a new sense of optimism" and increased drilling activity since the ELF "kicked in" last summer.

AOGA is the trade association of Alaska oil and

ka Production Co. Hopkins declined to divulge the cost of the ad campaign.

The ELF, state revenue officials contend, will cost the Alaska treasury more than \$1 billion in taxes over the next five years. Gov. Steve Cooper and House Democrats argue that the ELF should be

million barrels of oil a day.

Oil industry officials, including the presidents of Standard Alaska Production Co. and ARCO Alaska, Inc., say Prudhoe is wearing out. They say it has reached its economic limit at current oil prices and tax rates, and needs the severance tax reduc

North Slope or halted forced to tax burden (Grusland makers up in a by earnings) and KAP/Man

Piermattal and David Coffman, the firm's president, didn't return calls left at their office in Bellevue. A spokesman for the firm, Bruce Pozzi, described the payment as "an architect's override," which he said was a standard industry fee paid from one design firm to another for directing business its way. "In no way were monies paid, that we have knowledge of, for kickbacks," Pozzi said. He said he couldn't explain why Dischner would have asked McDonald to collect fees from Coffman Engineers.

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McCool-McDonald has filed a sealed motion

demonstrate to Judge James Fitzgerald that the U.S. Attorney's office had compiled with fair-trial rules by providing the defense with the significant documentary evidence. In all, Gamache testified, the government has turned over 10,832 pages of records, including 6,546 pages of North Slope contracts and nearly 1,000 pages of documents from the Alaska Public Offices Commission, the state's political disclosure agency.

The defense and the government are quarreling over the significance of an additional half-million pages of records stored in 141 file cabinets and boxes in a room in the U.S. Attorney's office. While the government says the defense can examine and copy the material, it has refused to provide a detailed index.

Defense lawyers have argued that without knowing what those documents contain, they cannot adequately prepare for trial.

Judge Fitzgerald has given them until June 6 to complete their inspection. If they haven't finished by then, he ordered all the records brought to his courtroom and all the attorneys to appear there, and to work every day until they are done.

I found in yards neighboring battery shop



Anchorage Daily News/From Daily News on the site of Alaska Husky Battery to neighboring land.

Simply has no way to allow the testing and

problem right now. It's a situation where you have the investigation and no way to clean up," he

We can't continue to have these kinds of sites, you get one that's

— the American local chapter and for the Environmental now to prevent accidents while sur-

ther testing is done. The groups have been urging DEC and EPA to do something about the battery shop since last summer, when reports of high lead levels came out.

"I think the report shows there is a risk to the residents of the area and that, because of that, immediate protective measures should be taken," said Kristine Benson, hazardous waste specialist for the Center for the Environment.

Benson suggested covering the contaminated areas with some sort of impermeable plastic covering and blocking off the alley to traffic and pedestrians, particularly neighborhood children who might play there.

"To allow the exposure to continue

is inexcusable at this time," she said. "The highest levels were found in 1984 and now we're four years later with the same situation."

Deborah Williams of the Lung Association said her group will be asking for the formation of a state, federal and municipal task force to immediately begin working to resolve the problem.

"I think this represents a public health emergency in our own backyard," Williams said. "It seems clear to me that one of the most important things to do would be to take immediate steps that would reduce the amount of lead and PCBs that become airborne when breakup comes."

Lead has been shown to cause a number of health problems, including high blood pressure, neuro-muscular problems, learning disabilities, behavioral problems and anemia, she said.

"Acute" or short-term exposure to high levels causes nausea, diarrhea and other illness, she said, adding that, "If it's a real windy day I think it's very possible we could have acute lead poisoning."

Lautenberger said EPA did not expect to find PCBs in the soil but decided to run the on-site samples for the pollutant because officials were told the shop might have handled transformers at one time.

PCBs were detected in every sample taken in the yard. Because it binds with soil and can migrate just like lead, further sampling off-site now will be done, he said.

The shop, which has been in business for about 30 years under differing owners, used to manufacture batteries and, in the process, lead and other chemicals were spilled into the yard. The most recent battery manufacturing process was shut down by the current owners after government investigations began but still operates as a retail outlet for batteries.

runs ads to counter move against tax exemption

Alaska Production Co. Hopkins declined to divulge the cost of the ad campaign.

The ELF, state revenue officials contend, will cost the Alaska treasury more than \$1 billion in taxes over the next two years. Gov. Steve Cowper and House Democrats argue that the ELF should be

on barrels of oil a day.

Oil industry officials, including the presidents of Standard Alaska Production Co. and ARCO Alaska, Inc., say Prudhoe is wearing out. They say it has reached its economic limit at current oil prices and tax rates, and needs the severance tax reduction

North Slope could be retarded or halted if the industry is forced to shoulder a heavier tax burden.

Grussendorf and other lawmakers worry that revenue lost to the ELF may be made up in a budget crunch with earnings reserves of the Alaska Permanent Fund.

Hopkins and other industry

ators... 50,000 barrels... with Canada... swap of BP...

Dividend booklets mailed

State kicks off application period

By LARRY PERSILY
The Associated Press

JUNEAU — The application period for Alaska Permanent Fund dividends opens today, with the start of statewide delivery of 1988 dividend forms.

The Department of Revenue estimates about \$430 million will be distributed in this year's program, with more than \$800 going to every Alaskan.

An estimated \$773 of this year's dividend will come from the usual source of permanent fund earnings. An extra \$40 bonus is expected for each applicant if the legislature passes a measure to distribute money left over from previous years' dividends.

The measure is expected to win legislative approval.

Last year's dividend was \$708.

The application period runs from April 1 through June 30. The exact dividend will be announced Oct. 1, with the state's check-printing machine then to start sending out the dividends.

The revenue department expects to have most of the checks out by the end of December.

But before people can deposit their checks they must make correct applications on time, and the department is urging Alaskans to send in their forms as early as possible.

More than 270,000 application booklets were delivered to regional postal facilities at Anchorage, Fairbanks and Juneau earlier this month, with delivery to start Friday, said Mike McGee, dividend operations chief at Revenue.

The booklets will be mailed to every postal customer in the state, with delivery expected to be completed by mid-April, McGee said.

Each booklet contains forms for three adults and four children.

Residents who do not receive an application in the mail by mid-April may pick up copies at legislative information offices, city hall and other local distribution points.

As in past years, the department will send receipts to all applicants. McGee said people should save the receipts for proof that their applications were submitted on time, he said.

Battery shop exceeds safe lead levels

Dangerously high contamination found behind Mountain View business

By PATTI EPLER
Daily News reporter

Lead in levels dozens of times higher than considered safe has been found at a Mountain View battery shop, but state environmental officials say more testing is necessary before they'll know what cleanup action to pursue.

A state report on Alaska Husky Battery, 4450 Mountain View Drive, outlines a battery-manufacturing process that over the years apparently has caused lead contamination of soils at the shop itself, in an alley behind the business, in groundwater in the area and the shop's well.

The report also says sulfuric acid apparently has been washed into the municipal sewer system, to the point that the company's own sewer line was eaten away. Sulfuric acid also has contaminated the groundwater and the soil, the report said.

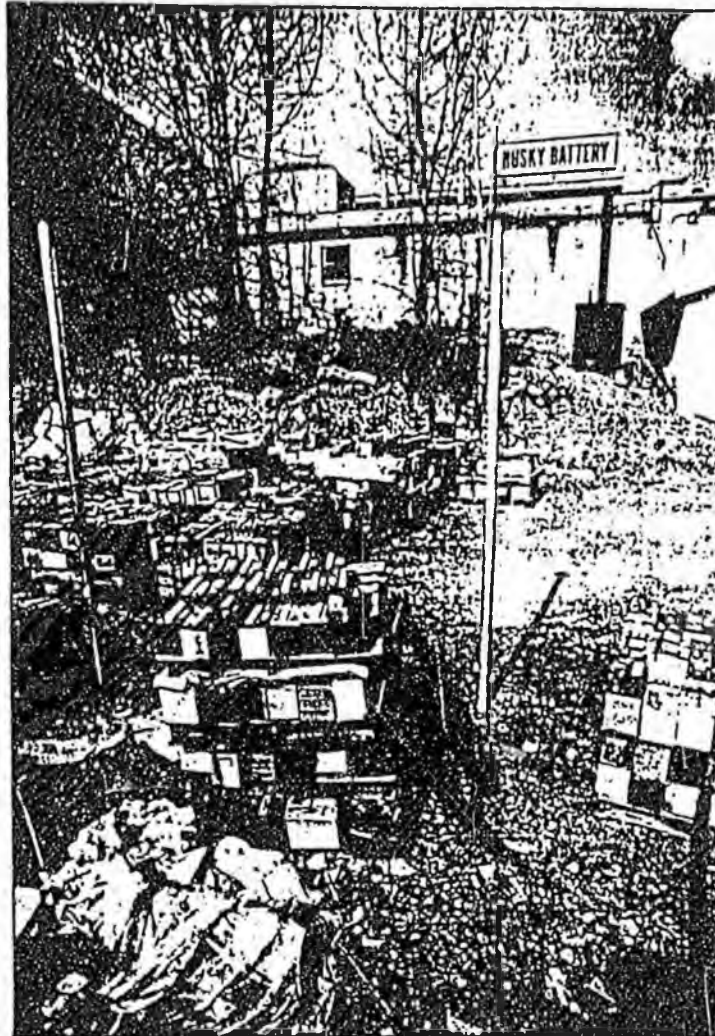
Lead as high as 74,000 parts per million was discovered in October 1984 behind the shop building. A November 1985 sampling found 2,700 parts per million lead in the general area, according to the report.

A level of 1,000 parts per million in soil in areas where children could be exposed is considered by federal health agencies to be high enough to warrant cleanup, a spokesman for the U.S. Environmental Protection Agency said Wednesday. He said 2,000 parts per million is the recommended cleanup level for an industrial site.

Municipal law prohibits the discharge of untreated acid into the sewer because it can corrode pipes and, in large amounts, damage sewage treatment plants.

Although the state Department of Environmental Conservation has known about the high lead levels since 1984, officials say they want more tests of the soil, air, groundwater and wells in the neighborhood. They also want to see what action the business owner will take before they decide how to proceed.

Husky Battery owner James Welker, who has had the business since the 1960s, said Tuesday he does not agree that the soil is



Batteries are stacked behind Husky Battery in Mountain View.

seriously contaminated. And he questioned the testing done by DEC contractors.

Welker told DEC investigators the manufacturing facility was moved in 1985 to the Matanuska Valley, according to the report.

He said Tuesday soil where lead has been spilled is cleaned up "every so often."

The shop sits on the corner of a quiet residential street, on the east

end of North Mountain View. Hundreds of old batteries are stacked in the backyard of the shop. Although a fence runs behind the property, it is open on the east side, allowing easy access to the yard.

Environmental officials are concerned that residents in the area, especially children who sometimes play in the alley, could be at risk. A recent EPA Superfund report said inhalation of lead-bearing

dust can cause damage to the central nervous system.

The site has drawn the attention of the Alaska Center for the Environment. Kristine Benson, a hazardous waste specialist with the center, said her organization thinks state officials should do something about the site now, even if it's just covering the exposed soil to keep it from blowing around the neighborhood.

"I think they don't even know the extent of the problem yet," said Benson. "But they found over 7 percent lead in the surface soils."

"I see no reason why some corrective action can't be taken, such as covering the site, putting a fence around it or knocking on doors to see who has wells that are being used," she said.

Bill Lamoreaux, DEC regional supervisor in Anchorage, said environmental officials agree that some sort of cleanup is needed.

"We're trying to figure out what is the right level of cleanup," he said. "Sometimes you see a real high number but until there is a more thorough investigation to see if it's isolated or covers a wide area, it's hard to draw conclusions."

The state was hoping to obtain EPA money to continue investigating the site. But Irene Alexakos of EPA in Juneau said the site did not meet Superfund criteria; so it's unlikely additional federal money will be available.

That could change, however, if air sampling the state wants to do this summer shows lead-bearing dust in the air, state officials said.

Welker, the owner of Husky Battery, said he is not convinced that lead contamination exists or that it is a serious problem.

Still, he said, "We're going to take care of some of the problem, but at our convenience." He declined to say exactly what action his company would take.

The battery shop has operated on the same site since 1952, he said.

The DEC report said Welker told investigators the battery-manufacturing facility was moved to a site in the Matanuska Valley prior to November 1985.

No decline expected by oil firms

By news staff and wire reports

Atlantic Richfield Co. said Tuesday that Prudhoe Bay oil production will remain at 1.5 million barrels a day through 1989, later than beginning to decline in 1988 as previously



Agency says cartel broke oil output ceiling for April

The Associated Press

PARIS — OPEC oil production rose sharply last month and topped the cartel's self-imposed ceiling for the first time since January, the International Energy Agency said Wednesday night.

Five of the 13 member countries were reported to be exceeding their

The agency said OPEC output was 16.6 million barrels daily in April, up from an average 15.7 million barrel daily in the January-March quarter. January production had been above the official ceiling, but was estimated at 16.5 million barrels a day, mainly because of technical problems with

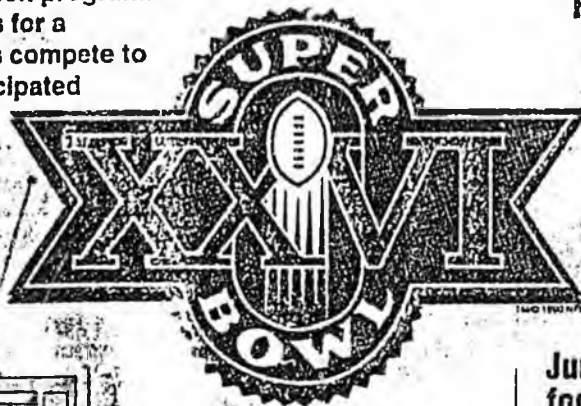
Super Bowl:

a

BIG MONEY

Game

Watch the Super Bowl television program. High prices for a number of cities compete to become the anticipated host.



Host state



Minnesota hopes for revenues of: **\$100 million**

NFL for season 1992



Tickets

\$150 each for about 64,000 tickets

Total: **\$9.6 million**



Junk food sales



- 12,000 gal. of beer
- 8,000 gal. of soda
- 40,000 hot dogs, sausages
- 350 gal. frozen yogurt, ice cream
- 9,500 bags of peanuts
- 10,000 boxes of popcorn
- 11,000 soft pretzels
- 5,000 slices of pepperoni and cheese pizza

SOURCE: National Football League, Advertising Age, Minneapolis Task Force, Volume Services Corp.; Research by PAT CARR

Player bonuses

Winning team:

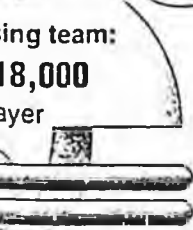
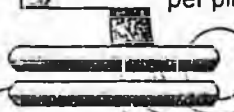
\$36,000

per player

Losing team:

\$18,000

per player



Advertisement for...

Revenue from...

10 million

TV

Budweiser, Pepsi, Nike, Lock

Cleanup bills irk polluters

ADN 1-28-92

Alaskan Battery costs could grow

The Associated Press

FAIRBANKS — A meeting with federal officials did little to pacify local business owners being tapped to pay a \$3.2 million bill for environmental cleanup at the Alaskan Battery site.

The Environmental Protection Agency met Tuesday with about 30 of the 36 firms and agencies identified as contributors to lead contamination at the battery recycling site.

The Fairbanks meeting focused on a settlement offer for 25 parties considered minor contributors.

EPA says the polluters each contributed less than 1 percent of the 43,594 batteries the agency said were dumped at the site.

Terms call for minor contributors to pay \$69.25 for each battery dropped off, with parties paying between \$277 and \$21,266.

The settlement would cover \$146,296 of the cleanup bill, leaving more than \$3 million to be paid by the 11 parties named as major contributors.

EPA said total cleanup costs would be \$3.2 million.

But the offer lets EPA seek additional payments from minor polluters if the cleanup exceeds estimates by more than \$1.56 million.

The provision angered those it was meant to entice.

"This ain't a settlement," said Darrell Russell of Russell's Texaco, a minor contributor being assessed almost \$10,000 under the agreement.

"I don't have a lot of confidence in your quote-unquote figures," Russell said.

Knight-Ridder Newspapers

UNITED TECHNOLOGIES

Industry: Aerospace, defense, heating and ventilation, automotive supplies

Decision may doom

plan to divvy up

Public Health Law Bulletin

March 4, 1991

Volume 1, No. 22

Officials cite efforts to reduce lead exposure risk

Lead poisoning was the subject of a hearing in the Senate Subcommittee on Toxic Substances, Environmental Oversight, Research and Development on February 21, in which high-ranking officials of four federal agencies testified to their joint and separate efforts to reduce the public health risks of lead exposure.

The Environmental Protection Agency is spearheading the federal effort. William Reilly, Administrator of the EPA, listed the three major sources of lead exposure as lead-based paint, urban soil and dust, and drinking water. Although paint is the most significant source of lead poisoning in children, he testified that "lead-contaminated soil might contribute as much as thirty percent of

exposures leading to elevated blood levels in children."

Among the "action elements" of EPA's strategy for reducing lead exposure are developing and disseminating to local governments inexpensive but effective technology for lead testing and abatement, public education, lead pollution prevention, and the coordination of research and enforcement among federal agencies.

Because lead is indestructible, EPA is also investigating recycling to reduce the introduction of lead into all media. "Recycling lead acid storage batteries is important because of the sheer volume of lead involved - 80% of domestic lead is used in batteries," Reilly testified. Greater enforcement of national ambient air quality standards ("NAAQS") in areas near lead smelters, refineries and remelters would also reduce lead exposure. Reilly estimated that "the number of affected children with blood lead levels greater than 10 ug/dl would be reduced about 50% if the current NAAQS were attained in all areas of the country."

Dr. James O. Mason, head of the Public Health Service in the Department of Health and Human Services, testified, "Lead is the number one environmental poison for children." It can cause neurobehavioral problems, learning disabilities, deficits in IQ. Very severe lead exposure can cause coma, convulsions and death.

Mason stated in his written testimony that in 1984, at least 3 to 4 million children in the United States - 17% of all children - had blood lead levels above 15 ug/dl. However, when this estimate is updated in 1992 it is expected to show a dramatic decrease in blood lead levels due to the phaseout of leaded gasoline and the reduction of lead in food. "While we know that blood lead levels above 25 ug/dl are the most dangerous," he testified, "the more that is learned about lead's effects on children and fetuses, the lower the

See *LEAD EXPOSURE*, page 4

In The States 2

Abortion continues to be the focus of legislative attention: an abortion rights bill is enacted in Maryland, and a bill to restrict abortions is narrowly defeated in South Dakota

In The Courts 3

Two recent decisions by the Massachusetts Supreme Judicial Court addressed the right of individuals to refuse blood transfusions for themselves or for their minor children

In Washington 4

A report by Congress' Office of Technology Assessment says basic information and consensus on some key issues are missing from the efforts to formulate a national medical waste policy . . . Around Capitol Hill . . . Washington Calendar

Bulletin Board 8

In Brief

In Washington . . .

Report: Information, national consensus is lacking from efforts to devise a medical waste policy

More is now known about medical waste management practices than was known prior to passage of the Medical Waste Tracking Act in 1988, according to a recent report by Congress' Office of Technology Assessment (OTA), but basic information and consensus on some key issues continue to be missing from the efforts to formulate a national medical waste policy.

Defining medical waste: The OTA report, which examined medical waste policy developments over the past two years, concluded that "critical aspects of medical waste issues need to be addressed further." Among the critical issues identified by OTA is development of a definition of regulated medical wastes, based on the potential health risks these wastes present – that is, the ability of medical waste to present a risk of infectious disease transmission beyond that ordinarily associated with municipal solid waste.

Waste reduction, recycling: The report calls for investigation of potential waste reduction and recycling opportunities, including a study of product redesign to produce reusable and recyclable medical products where appropriate, and to avoid the use of materials such as lead or cadmium.

Occupational exposure: The need for development by governmental agencies of appropriate workplace practices for occupational groups, such as health care workers, in frequent contact with medical wastes was noted by the report, along with the need for implementation of such policies to minimize the occupational risks associated with medical wastes.

Information on waste generation, treatment technologies: The report also cited a need for more precise information on the generation of medical waste, particularly by nonhospital sources. In addition the report noted that information on treatment technologies – particularly on alternatives to waste incineration – needs to be more readily available to those who regulate medical waste at the state and local level, to the generators of medical waste, and to the general public.

The report also suggests that management options for small generators of medical waste – including households – need to be more readily available. Completion of air emission standards for medical waste incinerators by the EPA is necessary, the report stated, and procedures for establishing the safety and efficacy of new treatment technologies are also needed.

Federal policy issues: Of the specific issues involved that could benefit from congressional examination, the OTA report noted, "a fundamental one of critical importance . . . is the extent to which medical wastes are to be regulated on the basis of potential threat to public health and their aesthetic characteristics." Reauthorization of the Resource Conservation and Recovery Act (RCRA) in 1991 will provide an opportunity for Congress to revisit medical waste issues, the report added.

LEAD EXPOSURE, from page 1

blood lead level at which adverse effects can be documented' A current reassessment may place the new threshold for concern at 10-15 ug/dL"

HHS's 20-year strategic plan to reduce lead exposure concentrates first on better and more intensive screening and medical treatment for children with blood levels above 25 ug/dl and abatement of lead-based paint in housing.

John C. Weicher, Assistant Secretary of the Department of Housing and Urban Development, testified that of 57 million American homes painted with lead-based paint, approximately 9.9 million house children under seven years old, and 3.8 million have "priority hazards" – peeling lead-based paint or excessive dust lead or both. Weicher told the Subcommittee that testing and abating all homes with young children or priority hazards would cost between \$1.9 and \$2.4 billion annually.

The federal effort also aims at adults. Gerard Scannell, Assistant Secretary of Labor for Occupational Safety and Health, testified that workers in at least 120 occupations are exposed to lead, which can cause impotence or sterility in men, infertility in women, kidney disease, and peripheral and central nervous system damage ranging from mild behavioral symptoms to fatal brain damage. OSHA standards permit employee blood levels no higher than 50 micrograms per 100 grams of blood. Scannell testified, "During the past three years, we have cited employers for more than 1500 violations of the lead standard."



Friends of Recycling

"If it's to be, it's because of you and me"

Jan 31, 1992



Rep. Fran Ulmer

S.O.R. wholeheartedly supports HB #389
re: recycling batteries.

Indeed a small step in the right
direction.

Keep "rapping." "A spoonful of sugar
makes the medicine go, down, go down."

Rethink, reuse, + recycle

Jane Dawson

THE IMPACTS OF LEAD INDUSTRY
ECONOMICS AND HAZARDOUS WASTE
REGULATIONS ON LEAD-ACID
BATTERY RECYCLING:
REVISION AND UPDATE

Prepared for
Office of Policy Analysis
Environmental Protection Agency

Prepared by
Putnam, Hayes & Bartlett, Inc.
124 Mt. Auburn Street
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September 1987

INTRODUCTION

In June 1986, Putnam, Hayes & Bartlett, Inc. (PHB), published a report for the Office of Policy Analysis (OPA) at the EPA entitled "The Impacts of Lead Industry Economics on Battery Recycling." The primary conclusion was that a combination of low lead prices and stringent environmental regulations had led to significant declines in lead-acid battery recycling rates since the early 1980s.

In response to growing concern about battery recycling in the secondary lead industry, the OPA asked PHB to investigate more closely a number of factors that influence battery recycling rates and update the recycling rate calculation based on recent trends in lead industry economics. In addition, we focused our analysis on the regional effects of battery recycling and on the extent to which any states had taken specific regulatory or other actions directed at scrap battery collection.

This report presents the results of the study and is divided into eight sections. The first section reviews the fundamentals of the secondary lead industry and emphasizes the importance of a functioning battery recycling chain for its survival. The second section presents an overview of the economics of the lead industry, focusing on supply, demand, and prices of lead on world markets. The key environmental regulations affecting participants in the recycling chain are identified in the third section. The fourth section presents the results of the battery recycling rate calculations for the period 1960 to 1985. In the fifth section, we discuss in some detail the impact of two key environmental regulations on the members of the battery recycling chain including smelters, scrap dealers, and service stations.

The analysis outlined above is based on nationwide aggregate data and is aimed at a study of the scrap battery mass balance from a national perspective. However, we feel it is equally important to give attention to the regional problems that might have arisen in those areas hardest hit by the variable economics of the secondary lead industry. For this reason, the sixth and seventh sections focus on regional concerns (particularly in the Pacific Northwest) and on the regulatory actions that certain states have taken to address battery recycling. Finally, the conclusions are presented in the last section.

I. ECONOMICS OF THE BATTERY RECYCLING PROCESS

A typical automotive lead-acid battery is made up of approximately 50 percent lead by weight. When such a battery dies, this lead can be recycled by secondary lead smelters. Secondary smelters, which rely on spent lead-acid batteries for the vast majority of their raw material, are a vital component of the battery recycling chain which brings a battery full cycle from the battery manufacturer to the consumer and finally back to the secondary smelter for processing into usable form for further consumption. The linkages between the secondary lead smelters and battery recycling are explored in this section.

Secondary Lead Production

Secondary lead production is one of two sources for refined lead. Secondary lead is produced from old and new lead scrap. New scrap is generated in the process of refining, casting, or fabricating leaded materials. Old scrap comes from obsolete materials. In contrast, primary lead is produced from mined lead.

In general, secondary lead production has been more volatile than primary lead production. Because of the production processes involved, fluctuations in lead demand affect secondary lead producers much more than primary lead producers. Secondary lead production has declined steadily in recent years from its peak in 1979 at 803,000 metric tons to 594,000 metric tons in 1985. In 1985, secondary producers supplied 52 percent of the 1 million metric tons of lead produced in the U.S.²

For their raw material input, secondary lead producers rely principally on the 70 million automotive batteries replaced and available for recycling annually. Figure 1 shows that scrap batteries typically account for 75 percent of the raw materials processed by secondary smelters. The remainder comes from drosses and skimmings and other general lead scrap. This percentage has been increasing from approximately 53 percent in the early 1970s to 60 percent in 1980 to over 73 percent in 1986. Clearly, secondary lead smelters play a pivotal role in the battery recycling process.

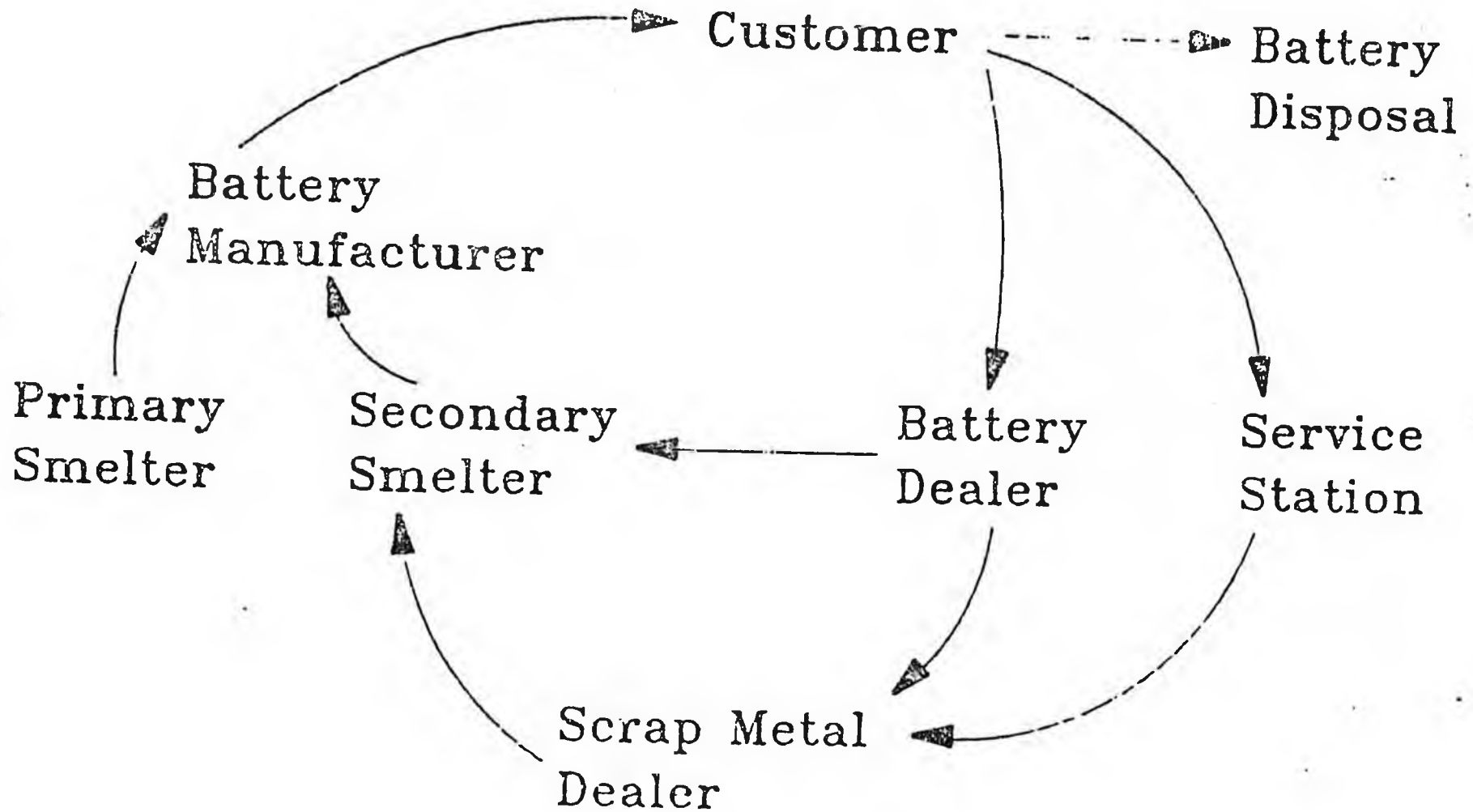
Battery Recycling Chain

Secondary lead producers are the final element in a well-established battery recycling chain which has a number of paths and players. This chain is responsible for recycling a spent battery into the raw material necessary to produce a new battery. The time required for a battery to move through the full cycle is approximately five years.

The recycling chain, shown in Figure 2, typically works as follows: A consumer returns his spent battery to a battery dealer or service station, who then returns it to a battery distributor and/or scrap dealer. It is then transported to a secondary smelter for battery breaking and smelting. Battery breakers, which separate a battery

²Bureau of Mines, Minerals Yearbook, Lead, Table 1.

Figure 2
BATTERY RECYCLING CHAIN



into its component parts (e.g., plastic casing, lead plates, and sulfuric acid), were historically independent operations. However, stringent environmental regulations and poor lead industry economics caused most of the independents to cease operations by 1985. The vast majority of the secondary smelters are currently integrated processors and have their own battery breaking equipment. The recycling chain is complete after the lead from scrap batteries has been smelted and shipped to a battery manufacturer for the production of new lead-acid batteries.

All of the participants in the recycling chain are attempting to make a profit from their endeavors. This means that the ultimate value of the lead and other material in the battery has to be high enough to allow all those involved in the recycling chain to realize an adequate return for their efforts. In theory, there is a minimum lead price that the smelter must pay for the scrap battery to cover all the costs of recycling a battery back to the smelter. This minimum price ranges between 15 and 25 cents per pound of lead, depending mostly upon the transportation distances required and the regulations that govern transportation of scrap batteries. This estimate is based on battery breaking and smelting fees on the order of 11 to 15 cents, 2 to 4 cents per pound for transportation of the spent battery to the smelter, and the remainder for storage and handling at various stages of the chain.

Based on the above, the ability to stimulate battery recycling is, at least partially, a function of lead price. Consequently, when lead prices decline, the number of batteries that can be recycled profitably also declines.

AN IMPENDING CRISIS?

WHAT WOULD BE THE IMPACT
ON THE NATION'S ENVIRONMENT
IF 70 MILLION SPENT LEAD ACID
BATTERIES EACH YEAR WERE NOT RECYCLED?

THIS REPORT DEVELOPED BY:

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AN IMPENDING CRISIS?

WHAT WOULD BE THE IMPACT ON THE NATION'S ENVIRONMENT IF 70 MILLION SPENT LEAD ACID BATTERIES EACH YEAR WERE NOT RECYCLED?

EXECUTIVE SUMMARY

The U.S. secondary lead industry is teetering on the brink of collapse due to two basic problems:

o Low market prices for lead have forced the industry to reduce the price it can afford to pay for its principal raw material - spent lead acid batteries. Consequently, little economic incentive exists for those spent batteries to be collected and delivered to the smelters. When the price of scrap is reduced sufficiently to maintain the margins required for economic recycling of the lead, the reduced scrap price will not support the collection system and the smelters are faced with a feed shortage. This classic "margin squeeze" has forced over 60 percent of the secondary smelters operating in the U.S. in 1982 subsequently to cease operation and close.

o Increasingly stringent environmental regulations have drastically increased production costs to the point where many of the currently operating smelters may also be forced to close. Recently imposed requirements under the Resource Conservation and Recovery Act and the Clean Water Act may ultimately be impossible for any plant in the industry to meet at any price. A TOTAL COLLAPSE BY THIS INDUSTRY COULD HAVE A DEVASTATING ENVIRONMENTAL IMPACT. The industry provides a valuable environmental service by having the ability to reclaim the nearly 70,000,000

spent lead acid batteries generated annually in the U.S. Without the industry, most of the approximately 70,000,000 gallons of highly corrosive, lead containing, sulfuric acid and the approximately 1,250,000,000 pounds of toxic lead contained in these batteries could be dispersed to the nation's environment, lacking some alternative collection system.

Alarming trends are already evident. Around 60 operational smelters existed in 1982 - around 24 operational smelters exist today, a reduction of 60 percent. IN 1980, APPROXIMATELY 94 PERCENT OF THE SPENT LEAD ACID BATTERIES GENERATED IN THE U.S. WERE DELIVERED TO SECONDARY LEAD SMELTERS FOR RECLAMATION. IN 1985, THE FIGURE IS ESTIMATED TO BE 66 PERCENT. It is a reasonable assumption that many of the uncollected batteries could have been improperly disposed of in trash dumps, sanitary landfills and along road sides. We have no statistics on the disposition of uncollected spent batteries. Many of these batteries "disappear" in the reclamation of steel from old automobile bodies. Some of these batteries do go to battery rebuilders, but these are a small portion of the total. If these trends are not reversed, it is possible that by 1990 over 3 billion pounds of spent lead acid batteries will have been improperly disposed of in the environment during the decade! We have evidence to confirm this statement in that we are aware of instances wherein truckload quantities of lead acid batteries are being disposed of in municipal sanitary landfills. This is exactly the opposite of the intent of the various environmental regulations.

THERE IS NO KNOWN VIABLE SUBSTITUTE FOR THE LEAD-ACID BATTERY. It is by far the most efficient source of power for starting, lighting and ignition applications known. Even if it were possible to develop a suitable substitute, environmental disposal problems and/or technical problems could be more serious than is currently the case. We have examined all known existing and future technologies, all of which have major disadvantages.

Corrective actions necessary to reverse these trends should take the following forms:

- o Devise economic incentives to insure that the vast majority of all scrap lead acid batteries enter the "collection chain" for delivery to secondary lead smelters for reclamation rather than being disposed of in an uncontrolled fashion.

By the term "collection chain", we refer not only to scrap metal processors and dealers who sell to secondary lead smelters, but also to battery manufacturers who deliver new product to mass merchandisers and pick up the spent batteries located at the stores for delivery to their own smelters and/or other secondary lead smelters or scrap dealers within their geographic region for reclamation.

- o Devise economic incentives to offset or compensate for the smelters' continually rising environmental compliance costs.

- o Review, revise and relax where appropriate certain environmental standards which may be unnecessary and which may, if fully enforced, cause the complete demise of the lead recycling industry.

The EPA has initiated a study to determine the impact on the

nation's environment of the decline in battery recycling. We believe that the facts and figures contained in this report will begin to define the extent of the problem. We are concerned that EPA officials have publicly stated that this initial study will be "a modest effort". Due to the current magnitude of this problem and alarming trends showing the problem worsening, a much more extensive effort is needed. Trade Associations such as the Secondary Lead Smelters Association, Lead Industries Association, Battery Council International, Independent Battery Manufacturers Association, National Electrical Manufacturers Association, National Association of Recycling Industries, and others should offer, and EPA, Department of Commerce and other governmental agencies should accept, their assistance in investigating this problem. A coalition consisting of members of these associations should be formed in order that the full resources of these groups are combined to assist the governmental agencies in completely assessing these problems and making recommendations to improve the situation.

INTRODUCTION

For the past five years the US secondary lead industry has been teetering on the brink of financial collapse. It is an industry which, in 1981, had the capacity to recycle approximately 1.2 million tons of lead contained in scrap, primarily scrap batteries. Today that capacity stands at only slightly more than 700,000 tons, of which only about two-thirds is actually operational.

THE LEAD MARKET TO 1995:
THE INFLUENCE OF SECONDARY PRODUCTION

CHARLOTTE HITCHINGS
COMMODITIES DEPARTMENT
OCTOBER 1985

EXCERPT "3"

Some of the potential scrap supply will have been lost in the US during the 1980s due to the disincentive of low scrap prices for the scrap metal trade. Secondary production will increase in the 1990s from around 64% to 89% of potential scrap supply due to better market conditions and the possibility of some form of Government intervention to encourage the recycling of battery scrap for environmental reasons.

3.3 Secondary Supply

Secondary supply is forecast to increase as a share of total refined lead production from 43% in 1985 to 49% by 1995, with the majority of this increase occurring after 1990. On the basis of our study of secondary costs, we believe that growth in Western World secondary production will be inhibited during the next five years by low lead prices and demand, and a scarcity of scrap in the USA in response to low battery scrap prices. We also believe US conversion costs are likely to increase during the next few years due to the necessity of complying with environmental regulations. This inhibition of growth in secondary production, combined with a lower level of mine production (in response to poor prices in the 1980s) and a slight increase in the rate of consumption growth, should result in a supply deficit in the early 1990s, and a consequent short-term price improvement. Secondary smelters are likely to respond to this improvement in price, and secondary production should increase as:

- A larger proportion of scrap becomes available to smelters, tempted onto the market by higher scrap prices;

Due to a growing awareness of the battery recycling problem, several states have initiated independent efforts to handle battery recycling in their states. Some states, such as Minnesota and Rhode Island, have established deposit schemes on batteries to discourage batteries from exiting the recycling chain. Other states, such as California, have directed their efforts at improving the efficiency of existing recycling mechanisms by banning scrap batteries from landfills and carefully regulating the transport of scrap batteries. Since all of these efforts are fairly recent, it is too early to examine their impact on the recycling activity in those states.

Based on these conclusions, we recommend continued attention to the problem of recycling spent lead-acid batteries. Those areas that are particularly hard hit by the contraction of lead smelting capacity might benefit most from regional collection programs.

We also recommend that the federal government monitor the effectiveness of certain states' efforts with respect to battery recycling. Based on this monitoring program, the federal government could provide a valuable service by disseminating valuable information to other affected areas of the country.

Most importantly, we recommend that regulators continue to be aware of the fact that well-intentioned regulatory actions can produce unintended and adverse results. There is evidence that certain environmental regulations may be hampering battery recycling efforts across the country. It is the challenge for regulators and the regulated community to work together to ensure that this does not occur.

§ 173.3

49 CFR Ch. I (10-1-86 Edition)

Sept. 20, 1976; Amdt. 173-124, 44 FR 31182, May 31, 1979; Amdt. 173-137, 45 FR 34702, May 22, 1980; Amdt. 173-167, 48 FR 30136, June 30, 1983; Amdt. 173-192, 50 FR 41522, Oct. 11, 1985)

§ 173.3 Packaging and exceptions.

(a) The packaging of hazardous materials for transportation by air, highway, rail, or water must be as specified in this part. Methods of manufacture, packing, and storage of hazardous materials, that affect safety in transportation, must be open to inspection by a duly authorized representative of the initial carrier or a representative of the Department. Methods of manufacture and related functions necessary for completion of a DOT specification packaging must be open to inspection by a representative of the Department.

(b) The regulations setting forth packaging requirements for a specific material apply to all modes of transportation unless otherwise stated, or unless exceptions from packaging requirements are authorized. For example, the restriction in § 173.249(b) applicable to cargoaircraft only applies only to quantities in excess of those allowable under § 173.244. Quantities covered under § 173.244 may also be shipped by cargoaircraft only.

→ (c) Packages of hazardous materials that are damaged or found leaking and hazardous materials that have been spilled or leaked may be placed in a metal removable head salvage drum that is compatible with the lading and shipped for repackaging or disposal under the following conditions.

(1) The drum utilized may be either a DOT specification or a non-DOT specification drum as long as the drum has equal or greater structural integrity than a package that is authorized for the respective material in this subchapter. Maximum capacity shall not exceed 110 gallons.

(2) Each drum must be provided with adequate closure and, when necessary, provided with sufficient cushioning and absorption material to prevent excessive movement of the damaged package and to absorb all free liquid. All cushioning and absorbent material used in the drum must be

compatible with the hazardous material.

(3) Each drum must be marked with the proper shipping name of the material inside the defective packaging and the name and address of the consignee. In addition, the drum must be marked "Salvage Drum".

(4) Each drum must be labeled as prescribed for the respective material.

(5) The shipper shall prepare shipping papers in accordance with Subpart C of Part 172 of this subchapter.

(6) The overpack requirements of § 173.25, and the reuse provisions of §§ 173.28(h) and 173.28(m) do not apply to drums used in accordance with this paragraph.

[Amdt. 173-94, 41 FR 16062, Apr. 15, 1976, as amended by Amdt. 173-94A, 41 FR 40680, Sept. 20, 1978; Amdt. 173-116, 43 FR 17944, Apr. 27, 1978; Amdt. 173-133, 45 FR 5738, Jan. 24, 1980; Amdt. 173-16, 48 FR 50461, Nov. 1, 1983]

UTILITY, WHEELCHAIR & SPECIAL APP. DEEP CYCLE - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
U1	DC-9	225	7-3/4	5-3/16	7-5/16	12	4.38	52.55	.5
22NF	DC-22NF	280	9-15/16	5-1/2	9-1/32	12	5.55	66.55	1.0

EXIDE CUTTING EDGE™ GARDEN TRACTOR, SNOWMOBILE, SMALL ENGINE - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
U1	GT-X	300	7-3/4	5-3/16	7-5/16	12	3.37	40.45	.5
	GT-H	235	7-3/4	5-3/16	7-5/16	12	3.10	37.15	.5
	GT	165	7-3/4	5-3/16	7-5/16	12	2.65	31.75	.5
U1R	GT-R	235	7-3/4	5-3/16	7-5/16	12	3.10	37.15	.5

EXIDE COMMANDER'S EDGE™ DUAL TERMINAL MARINE STARTING AND DEEP CYCLE -12 VOLT

BCI GROUP SIZE	BATTERY TYPE	EXPECTED OPERATING TIME (MIN.) @ 80°F 25 AMPS	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
24	CE-24	130min	10-1/8	6-9/16	9-7/16	30	4.37	131.15	1.0
27	CE-27	180min	12	6-13/16	9-7/16	30	4.65	139.35	1.0

EXIDE ANGLER'S EDGE™ MARINE /RV DEEP CYCLE - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	EXPECTED OPERATING TIME (MIN.) @ 80°F 25 AMPS	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
24	DC-24	125min	11	6-13/16	10	30	3.06	91.65	1.0
27	DC-27	160min	12-7/16	6-13/16	10	30	3.52	105.55	1.0

EXIDE MAFINER'S EDGE™ MARINE STARTING 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	MARINE CRANKING AMPS @ 32°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
24	XHD-M	625	11	6-13/16	10	30	2.35	70.45	1.0
	HD-M	525	11	6-13/16	10	30	2.04	61.15	1.0
	M	465	11	6-13/16	10	24	2.31	55.35	1.0



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Exide Corporation, 645 Penn St., Reading, PA 19601, 215/378-0500



The name that started an industry.

LIST

EXIDE PRICING IS BASED - EXCHANGE

SURE START™ DUAL TERMINAL - THE BATTERY WITHIN A BATTERY

BCI GROUP SIZE	BATTERY TYPE	CRANKING PERFORM. AT 0°F*	RESERVE CAPACITY (MINS) AT 80°F.	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
				LENGTH	WIDTH	HEIGHT ¹				
34/78	SS-2-IN-1	875	115	10-1/2	6-1/2	8	60	2.28	136.95	1.0

*ADD 13/16" TO INCLUDE BOTTOM SPACER

¹ 600 CCA IN EVERYDAY STARTING BATTERY / 275 CCA IN BACKUP BATTERY

THE EXIDE UNIVERSAL EDGE™ DUAL-TERMINAL BATTERY - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT ¹				
34/78	UBX-1000	1000	10-1/4	6-13/16	8-1/16	72	1.67	120.00	1.0
	UBX-850	850	10-1/4	6-13/16	8-1/16	72	1.58	109.05	1.0
26-70	UB-72	650	8-5/32	6-13/16	8-1/16	72	1.28	91.85	1.0
	UB-60	530	8-5/32	6-13/16	8-1/16	60	1.36	81.85	1.0
	UB-50	450	8-5/32	6-13/16	8-1/16	50	1.50	74.95	1.0

*ADD 13/16" TO INCLUDE BOTTOM SPACER

EXIDE PERFORMANCE EDGE™ LIGHT TRUCK AND VAN, OFF-ROAD AND 4X4 - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
24	24-LT-60	600	10-1/4	6-13/16	9	60	1.35	81.25	1.0
24F	24F-LT-60	600	10-21/32	6-13/16	9	60	1.35	81.25	1.0
27	27-LT-60	650	12-1/32	6-13/16	8-15/16	60	1.55	93.25	1.0
27F	27F-LT-60	650	12-31/64	6-13/16	8-15/16	60	1.55	93.25	1.0
64	64-LT-60	600	11-1/2	6-5/16	8-7/8	60	1.60	95.75	1.0
70	70-LT-60	530	8-9/16	7-1/8	7-11/16	60	1.23	73.85	1.0
74	74-LT-60	600	10-1/4	7-1/8	8-3/4	60	1.39	83.65	1.0
78	78-LT-60	650	10-1/4	7-1/16	7-3/4	60	1.44	86.55	1.0

AUTOMOTIVE - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE	
			LENGTH	WIDTH	HEIGHT					
22F	22F-60	410	9-7/16	6-13/16	8-9/32	60	1.08	64.95	1.0	
	22F-50	350	9-7/16	6-13/16	8-9/32	50	1.15	57.25	1.0	
22NF	22NF-40	335	9-15/32	5-1/2	9-1/32	40	1.72	68.75	1.0	
24	24-900	900	10-1/4	6-13/16	9	72	1.44	103.45	1.0	
	24-72	600	10-1/4	6-13/16	9	72	1.02	73.55	1.0	
	24-60	515	10-1/4	6-13/16	9	60	1.07	63.95	1.0	
	24-50	420	10-1/4	6-13/16	9	50	1.06	53.15	1.0	
	24-40	370	10-1/4	6-13/16	9	40	1.15	46.15	1.0	
	24F	24F-900	900	10-21/32	6-13/16	9	72	1.44	103.45	1.0
24F	24F-72	600	10-21/32	6-13/16	9	72	1.02	73.55	1.0	
	24F-60	515	10-21/32	6-13/16	9	60	1.07	63.95	1.0	
	24F-50	420	10-21/32	6-13/16	9	50	1.06	53.15	1.0	
	24F-40	370	10-21/32	6-13/16	9	40	1.15	46.15	1.0	
	26	26-60	530	8-5/16	6-13/16	8-1/16	60	1.07	64.05	1.0
		26-50	450	8-9/16	6-13/16	8-1/16	50	1.10	55.15	1.0
26-40		370	8-9/16	6-13/16	8-1/16	40	1.21	48.35	1.0	
26R	26R-60	530	8-9/16	6-13/16	8-1/16	60	1.07	64.05	1.0	
	26R-50	450	8-9/16	6-13/16	8-1/16	50	1.10	55.15	1.0	
	26R-40	370	8-9/16	6-13/16	8-1/16	40	1.21	48.35	1.0	

AUTOMOTIVE - 12 VOLT (CONTINUED)

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
27	27-50	500	12-1/32	6-13/16	8-15/16	50	1.35	67.55	1.0
	27-60	650	12 1/32	6 13/16	8 15/16	60	.90	78.25	1.0
27F	27F-50	500	12-31/64	6-13/16	8-15/16	50	1.35	67.55	1.0
	27F-60	650	12 31/64	6 13/16	8 15/16	60	.90	78.25	1.0
29NF	29NF-40	340	13	5-1/2	9	40	1.93	77.15	1.0
34	34-60	530	10-1/4	6-13/16	7-13/16	60	1.23	73.75	1.0
41	41-60	650	11-9/16	6-7/8	6-7/8	60	1.43	85.55	1.0
42	42-60	390	9-23/32	6-7/8	6-7/8	60	1.00	59.25	1.0
45	45-50	410	9-15/32	5-1/2	9-1/32	50	1.30	65.05	1.0
46	46-50	500	10-21/32	6-13/16	9	50	1.34	66.95	1.0
47	47-50	590	9-5/8	6-7/8	7-9/16	50	1.65	82.55	1.0
48	48-50	690	11-15/16	6-7/8	7-9/16	50	2.10	105.15	1.0
49	49-60	740	15	6-7/8	7-9/16	60	1.92	114.95	1.0
53	53-40	250	13	4-11/16	8-3/16	40	2.05	81.85	1.0
55	55-60	535	8-15/16	6-1/16	8-1/2	60	1.15	68.95	1.0
	55-50	450	8-15/16	6-1/16	8-1/2	50	1.26	63.05	1.0
	55-40	380	8-15/16	6-1/16	8-1/2	40	1.46	58.55	1.0
58	58-60	540	9-7/16	7-1/4	7	60	1.09	65.45	1.0
	58-50	435	9-7/16	7-1/4	7	50	1.18	58.95	1.0
62	62-60	480	8-15/16	6-7/16	8-7/8	60	1.15	69.05	1.0
64	64-60	535	11-1/2	6-5/16	8-7/8	60	1.48	88.85	1.0
65	65-60	850	11-3/8	7-1/2	7-9/16	60	1.81	108.75	1.0
70	70-60	530	8-9/16	7-1/8	7-11/16	60	1.12	67.05	1.0
	70-50	450	8-9/16	7-1/8	7-11/16	50	1.16	58.15	1.0
	70-40	370	8-9/16	7-1/8	7-11/16	40	1.29	51.75	1.0
74	74-900	900	10-1/4	7-1/8	8-3/4	72	1.50	106.95	1.0
	74-72	600	10-1/4	7-1/8	8-3/4	72	1.07	76.85	1.0
	74-60	515	10-1/4	7-1/8	8-3/4	60	1.11	63.55	1.0
	74-50	420	10-1/4	7-1/8	8-3/4	50	1.10	54.95	1.0
	74-40	370	10-1/4	7-1/8	8-3/4	40	1.21	48.55	1.0
75	75-60	600	9-1/16	7-1/16	7-3/4	60	1.40	83.75	1.0
	75-50	550	9-1/16	7-1/16	7-3/4	50	1.58	78.85	1.0
78	78-60	650	10-1/4	7-1/16	7-3/4	60	1.48	88.85	1.0

AUTOMOTIVE - 6 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
2N	2N-40	495	10	5-1/2	9	40	1.85	74.05	1.0
17HF	17HF-40	350	7-5/8	6-3/4	9-1/8	40	1.62	64.95	1.0
19L	19L-40	390	8-1/4	6-3/4	7-17/32	40	1.39	55.65	1.0

HEAVY DUTY FARM AND COMMERCIAL - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
3EE	F-3EE	340	19-5/16	4-5/16	8-3/16	18	4.44	79.95	1.0
3ET	F-3ET	460	19-5/16	4-5/16	9-11/16	18	4.93	88.65	1.5
4D	COM-4D	1000	20-11/16	8-11/16	9-7/8	24	7.25	173.95	3.0
	COM-4D	810	20-11/16	8-11/16	9-7/8	24	6.64	159.45	3.0
4DLT	F-4DLT	750	19-15/16	8-3/16	7-13/16	24	5.94	142.65	2.0
8D	COM-8-D	1150	20-3/4	11-1/8	10-7/8	24	7.62	182.95	4.0
	D-8D	860	20-3/4	11-1/8	10-7/8	18	9.10	163.75	4.0
16TF	F-16TF	640	16-1/2	7-1/8	11-1/16	24	7.68	184.25	2.5
17TF	F-17TF	510	17	6-7/8	7-7/8	24	5.39	129.35	1.0
30H	COM-30H	625	13-9/16	6-13/16	9-3/16	24	4.00	95.85	1.5
	F-30H	525	13-9/16	6-13/16	9-3/16	18	4.75	85.55	1.5

EXIDE GROUP 31 LOW MAINTENANCE - 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
31	HP-31D	950	13	6-3/4	9-3/16	24	5.01	120.35	1.5
	HP-31E	950	13	6-3/4	9-5/16	24	5.01	120.35	1.5
	COM-31D	625	13	6-3/4	9-3/16	24	4.02	96.45	1.5
	COM-31E	625	13	6-3/4	9-5/16	24	4.02	96.45	1.5
	D-31D	525	13	6-3/4	9-3/16	24	3.66	87.95	1.5
	D-31E	525	13	6-3/4	9-5/16	24	3.66	87.95	1.5

HEAVY DUTY - 6 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
1	COM-1H	625	9-1/8	7-1/8	9-3/8	24	2.33	55.85	1.0
	COM-1	400	9-1/8	7-1/8	9-3/8	18	2.55	45.95	1.0
2	COM-2	625	10-3/8	7-1/8	9-3/8	24	2.77	66.55	1.0
2E	F-2E	615	19-1/8	3-15/16	8-7/8	18	4.74	85.25	1.0
3	COM-3	660	11-1/2	7	9-3/16	24	3.88	93.15	1.0
3EH	F-3EH	850	19-5/16	4-5/16	9-13/16	18	4.65	83.65	1.5
4	COM-4EC	975	12-5/8	6-3/4	9-7/16	24	3.59	86.25	1.5
	T-4H	800	12-5/8	6-3/4	9-7/16	18	4.26	76.75	1.5
	T-4	615	12 5/8	6 3/4	9 7/16	18	4.03	72.45	1.5
4EH	F-4EH	930	19-1/4	5	9-3/4	18	6.61	119.05	1.5
5D	COM-5D	850	13-5/16	7	9-7/16	24	3.90	93.65	1.5
7D	COM-7C	950	16-1/8	7	9-1/16	24	4.44	106.45	2.0

MARINE AND COMMERCIAL - 8 VOLT

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
1	8-1	70hr	9	6-13/16	8-9/16	24	2.77	66.55	1.0
2	8-2	93hr	10-1/4	6-13/16	8-9/16	24	3.39	81.35	1.0
8VM	8-VM-AD	202hr	27-7/16	7-7/16	11-1/8	24	13.02	312.45	3.5
	8-VM-GD	221hr	26-7/8	8-7/16	11-1/8	24	14.41	345.85	4.0
	8-VM-D	165hr	19-1/8	7-1/4	11-3/8	24	7.91	189.75	3.0

FLOOR SCRUBBER AND SWEEPER 6 & 12 VOLT

BCI GROUP SIZE	BATTERY TYPE	# Min. AT 80°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
FS	FS2-D	425	11-5/8	7	11-1/8	24	5.22	125.35	2.0
	FS6-D	650	11-3/4	7	16-5/16	24	8.53	204.65	3.0
	FS8-D	575	12-3/4	7	14-3/8	24	7.96	191.45	2.5
	FS12-D	400	15-1/2	7	14-3/8	24	10.49	251.65	4.0
	FS13-D	200	18	7-1/2	9-1/2	24	6.90	165.65	2.0

ORDNANCE

BCI GROUP SIZE	BATTERY TYPE	CCA'S AT 0°F	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
2HN	2HN-D	250	10-1/4	5-9/32	8-15/16	24	4.86	116.65	1.0
4HN	4HN-D	125	10-1/4	5-5/16	9-1/16	24	6.51	156.25	1.0
6TL	6TL-D	600	10-3/4	10-3/8	9	24	7.74	185.85	2.0

GOLF CAR AND ELECTRIC VEHICLE - 6 VOLT

BCI GROUP SIZE	BATTERY TYPE	MINUTES @ 75 AMPS TO 5.25V	OVERALL DIMENSIONS (INCHES)			MONTHLY WARRANTY	MOS. WARR. COST	SUGG. LIST	UNIT VALUE
			LENGTH	WIDTH	HEIGHT				
GC2	GC-5	135min	10-3/8	7-3/16	11-11/32	12	8.18	98.15	1.5
	GC-4	107min	10-3/8	7-3/16	11-11/32	12	7.16	85.95	1.5
	GC-4SAE	107min	10-3/8	7-3/16	10-15/32	12	7.16	85.95	1.5
	GC-3	91min	10-3/8	7-3/16	11-11/32	12	6.42	77.05	1.5

SUBJECT: WORK DRAFT-PROPOSED COVER LETTER
HOUSE BILL NO. 389
STATE OF ALASKA

LEAD-ACID BATTERIES....100 percent recycling and the steps required to accomplish this goal:

1. A WELL ESTABLISHED COLLECTION CHAIN THAT CAN SERVE THE ENTIRE STATE.
2. ECONOMIC INCENTIVES TO STIMULATE THE COLLECTION CHAIN TO RECYCLE ALL LEAD-ACID BATTERIES.
3. AN UNDERSTANDING OF ALL APPLICABLE DEPARTMENT OF TRANSPORTATION (DOT) AND ENVIRONMENTAL PROTECTION AGENCY (EPA) REGULATIONS.

History proves a 100 percent recycling goal is obtainable and history also shows that it is tied directly to the economic incentives provided to all the players in the recycling chain.

Our ideas about HB389 and our proposal is one way of doing just that. Our own experience as a major player in the collection chain bares this out. The many studies on this subject all come to the same conclusion.

FIND ENCLOSED EXCERPTS FROM THREE (3) MAJOR STUDIES:

1. THE IMPACTS OF LEAD INDUSTRY ECONOMICS AND HAZARDOUS WASTE REGULATIONS ON LEAD-ACID BATTERY RECYCLING
2. AN IMPENDING CRISIS?

WHAT WOULD BE THE IMPACT ON THE NATION'S ENVIRONMENT IF 70 MILLION SPENT LEAD-ACID BATTERIES EACH YEAR WERE NOT RECYCLED?
3. THE LEAD MARKET TO 1995

THE INFLUENCE OF SECONDARY PRODUCTION

All enclosures have been put together for your review by United Battery Systems, Inc, in collaboration with, United True Wheel, Inc., Battery Specialist of Alaska.



ALASKAN BATTERY ENTERPRISES, INC.

157 Old Richardson Hwy. • Fairbanks, Alaska 99701-7699

Fairbanks 456-4900

Alaska 800-478-EARL

International Fax (907) 451-7888

Consultants

Fairbanks

Anchorage

Juneau

Seattle

Denver

Wash. D.C.

Moscow

Kiev

Leningrad

Khobarovsk

Magadan

Anadyr

Seoul

London

Paris

Vienna

Whitehorse

Dawson

Steve Frank, Fax # 1-586-6246

1 of 4 pages

To Sara Fisher,

Enclosed is info discussed on phone
19 March '92 regarding HB 389,
recycling of lead acid batteries.

Sara, batteries are one of Alaska's
recoverable and renewable resources,
used battery products are the feed stock
for new batteries. I was Alaska's
Exporter of the year for Manufactured and
Processed goods for 1990 for my work in
this field over the last 30 years. I am
expected as an authority. Please call when
you have questions, Earl

Alaska's Pioneer Manufacturing and Recycling Since 1949

PUBLIC OPINION MESSAGE

DEAR: SENATOR FRANK

NAME: JIM TURNER
TITLE: BRANCH MANAGER NC MACHINERY CO.
ADDRESS: PO BOX 71539
CITY: FAIRBANKS ZIP: 99707
PHONE: 452-7251

BILL NO: HB 389
SUBJECT: AUTOMOBILE BATTERY RECYCLING
MESSAGE: IN REGARDS TO BATTERY RECYCLING - WE DID FOLLOW THE APPROPRIATE
PROCEDURE FOR THE DISPOSING OF SCRAP BATTERIES. NOW BECAUSE OF NO CONTROL OVER
THE RECYCLER'S DISPOSITION OF THE BATTERIES - WE ARE INVOLVED IN PAYING FOR A
SUPER FUND SITE. IF THIS BILL IS ENACTED, THE STATE OF ALASKA SHOULD
ASSUME ALL LIABILITIES OF THE DISPOSITION OR LAWSUITS INVOLVED WITH THE
BATTERIES. THNAK YOU. JIM TURNER.

FOMID: 07141216
DATE: 92/02/04
TIME: 14:12:16
LICHANE: FAIRBANKS LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

BAKER	BARNES	ADAMS
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GONZALES	GRUENBERG	HALFORD
GRUSSENDORF	HANLEY	HOFFMAN
HUDSON	IVAN	JONES
JACKO	KOPONEN	KERTTULA
KUBINA	LARSON	MENARD
LEMAN	LINCOLN	PEARCE
MACKIE	MACLEAN	FOURCHOT
MARTIN	M.A.MILLER	RODEY
M.W.MILLER	MOYER	SHULTZ
NAVARRE	PARNELL	STURGLEWSKI
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SHARP	TAYLOR	ZHAROFF
ULMER	ZAWACKI	



CRAIG TAYLOR EQUIPMENT COMPANY

733 E. WHITNEY ROAD
ANCHORAGE, ALASKA 99501-1694
(907) 276-5050
FAX: (907) 276-0889



March 25, 1992

The Honorable Walter J. Hickel
Governor of the State of Alaska
P. O. Box 110001
Juneau, Alaska 99811-0001

Dear Governor Hickel:

I refer to Fran Ulmer's House Bill passed and sent to the Senate on batteries. I would like you and the Senators to know our situation on this Bill if it passes the Senate and you sign it into Law.

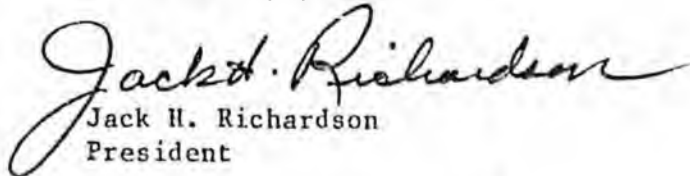
We sell lots of "Dry Charged" Batteries to Bush Alaska. Dry charged batteries can fly on regular passenger and cargo flights. "Wet Charged" batteries can go only on cargo flights. Because we sell tractors, graders, scrapers, etc, that are used in the Bush, only certain size batteries fit in the battery box supplied on the machines. In other words, there is a specific size battery to fit each machine, unlike car batteries that fit most every make.

The problem is once the dry charged battery is made wet at the Bush location it cannot practically be returned to us for the core charge Fran's bill is suggesting. Once it's wet, it's wet. I doubt you want the battery fluid drained on the ground and the still-wet battery shipped back to Anchorage on a cargo flight only. All this Bill is doing is raising the battery cost to "Bush Alaska". God knows our costs are high enough up here already. Why should our Alaskan customers get this extra cost added on their backs.

This Bill was not thought out well enough. It may be fine for the Juneau area, but for a good portion of the State of Alaska it will be a burden. There must be better and other alternatives.

Thanks for listening!

Respectfully yours,


Jack H. Richardson
President

cc Senator Steve Frank

SUBJECT LINE TO READ: TC NO.; PL NO. QB FS; SHORT SUBJECT; DATE

JNU MOD: LIOCJAM

T/C NO: 92-04-033
DATE: 4-9-92
SPONSOR: SENATE COMMUNITY & REGIONAL AFFAIRS
SUBJECT: HB389: AUTOMOBILE BATTERY RECYCLING
MODERATOR: ALYSON
SITE: SOLDOTNA

PARTICIPANT LIST

TESTIFIER

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. PAT GAROUTTE/PACE			HB389
2.			
3.			
4.			
5.			

OBSERVER

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1.			
2.			

SUBJECT LINE TO READ: TC NO.; PL NO. DE FS; SHORT SUBJECT; DATE

JNU MOD: 92-04-033;

T/C NO: 92-04-033
DATE: APRIL 9, 1992
SPONSOR: SENATE COMMUNITY AND REGIONAL AFFAIRS
SUBJECT: HB389
MODERATOR: FRAN
SITE: FAIRBANKS

PARTICIPANT LIST

TESTIFIER

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. JACQUELYN WAGNER			HB389
2. HUGH DOOGAN			HB389
3. EARL ROMANS			HB389

4.

5.

OBSERVER

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1.			
2.			

* SUBJECT: 92-04-126; PL#2; HB389; 4-30 *
* PRINT DATE: 04/30/92 TIME: 15:40 *
* *
* * * * *

SUBJECT LINE TO READ: TC NO.; PL NO. OR FS; SHORT SUBJECT; DATE

JNU MOD: LIOCJIM

T/C NO: 92-04-126
DATE: APRIL 30, 1992
SPONSOR: SENATE C&RA
SUBJECT: HB389
MODERATOR: FRAN
SITE: FAIRBANKS

PARTICIPANT LIST

TESTIFIER

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. JACQUELYN WAGNER			HB389
2. EARL ROMANS			HB389
3. LINDA REDMAN			HB389
4. CARL ROSENBERG			HB389
5. VALERIE MUNDT			HB389

AKD983069899
Marine Rapid Transit
Facil: _____
Attn: _____
7501 South Shore Drive
Wasilla, AK 99687

AKD983071085
VRCA Environmental Services
Facility: Anchorage
ATTN: Peter Van Dusen
5333 Fairbanks St., Ste. 3
Anchorage, AK 99518

AKD983071184
PAK ABATEMENT
Facility: Anchorage
ATTN: Penny Postel
733 W 4th. Ave. #807
Anchorage, AK 99501

AKD983072588
Knik Construction Company, Inc.
Facility: _____
Attn: David Haugen
201 East Third Ave, Unit # 102
Anchorage, AK 99501

AKD983072695
Peter Pan Seafoods, Inc.
Facil: King Cove, AK
ATTN: Manger, G. Guffy
500 K Cannery Row
King Cove, AK 99612-0016

AKD983073255
B & B Environmental, Inc.
Facil: Anchorage
ATTN: Chief Exec, C. Hampton
941 Dowling, Suite 303
Anchorage, AK 99518

AKD983073263
Rediske Air, Inc.
Fac: Island Lk. Rd & Spur Rd, Nikiski
ATTN: Owner, C. Rediske
P. O. Box 7079
Nikiski, AK 99635-7079

40 CFR 263.11 Transporter's w/ ID #s

AKD983073297
USArmy, AK-ARNG/AAOF #1
Facil: Nome Airport
ATTN: Supply Sgt, T.Cooper
P. O. Box 533
Nome, AK 99762-0533

AKD983073305
USArmy, AK-ARNG/AAOF #2
Facil: Bethel Airport
ATTN: Maint Officer, D.Stettenbenz
P. O. Box 7067
Bethel, AK 99559-7067

AKD983073313
USArmy, AK-ARNG/AAOF #3
Facil: Kotzebue Airport
ATTN: Maint Officer, D.Fleischhacker
P. O. Box 286
Kotzebue, AK 99752-0286

AKD983073321
USArmy, AK-ARNG/AAOF #4
Facil: Juneau
ATTN: Maint.Officer, R.Woodrow
8425 Livingston Way
Juneau, AK 99801

AKD983073370
Woods Air Service, inc.
Facil: 1080 Cope Indust. Wy, Palmer
ATTN: President, W. Woods
P.O. Box 840
Palmer, AK 99645-0840

AKD983073784
MNDO092586420
K & W Transportation
Facil: 400 Ocean Dock Road
ATTN: George Lowery
Facil: 400 Ocean Dock Road
Anchorage, AK 99510

AKD991281023
ARCO Alaska, Inc.
Facil: Kuparuk River Unit
Attn: Barbara Byrne
P.O. Box 196105
Anchorage, AK 99519

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

AKD983069899
Marine Rapid Transit
Facil: _____
Attn: _____
7501 South Shore Drive
Wasilla, AK 99687

AKD983071085
VRCA Environmental Services
Facility: Anchorage
ATTN: Peter Van Dusen
5333 Fairbanks St., Ste. 3
Anchorage, AK 99518

AKD983071184
PAK ABATEMENT
Facility: Anchorage
ATTN: Penny Postel
733 W 4th. Ave. #807
Anchorage, AK 99501

AKD983072588
Knik Construction Company, Inc.
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201 East Third Ave, Unit # 102
Anchorage, AK 99501

AKD983072695
Peter Pan Seafoods, Inc.
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500 K Cannery Row
King Cove, AK 99612-0016

AKD983073255
B & B Environmental, Inc.
Facil: Anchorage
ATTN: Chief Exec, C. Hampton
941 Dowling, Suite 303
Anchorage, AK 99518

AKD983073263
Rediske Air, Inc.
Fac: Island Lk. Rd & Spur Rd, Nikiski
ATTN: Owner, C. Rediske
P. O. Box 7079
Nikiski, AK 99635-7079

40 CFR 263.11 Transporter's w/ ID # 3

AKD983073297
USArmy, AK-ARNG/AAOF #1
Facil: Nome Airport
ATTN: Supply Sgt, T.Cooper
P. O. Box 533
Nome, AK 99762-0533

AKD983073305
USArmy, AK-ARNG/AAOF #2
Facil: Bethel Airport
ATTN: Maint Officer, D.Stettenbenz
P. O. Box 7067
Bethel, AK 99559-7067

AKD983073313
USArmy, AK-ARNG/AAOF #3
Facil: Kotzebue Airport
ATTN: Maint Officer, D.Fleischhacker
P. O. Box 286
Kotzebue, AK 99752-0286

AKD983073321
USArmy, AK-ARNG/AAOF #4
Facil: Juneau
ATTN: Maint.Officer, R.Woodrow
8425 Livingston Way
Juneau, AK 99801

AKD983073370
Woods Air Service, inc.
Facil: 1080 Cope Indust. Wy, Palmer
ATTN: President, W. Woods
P.O. Box 840
Palmer, AK 99645-0840

AKD983073784
MND0092586420
K & W Transportation
Facil: 400 Ocean Dock Road
ATTN: George Lowery
Facil: 400 Ocean Dock Road
Anchorage, AK 99510

AKD991281023
ARCO Alaska, Inc.
Facil: Kuparuk River Unit
Attn: Barbara Byrne
P.O. Box 196105
Anchorage, AK 99519

MND009771437
K & W Trucking
Division of Anderson Trucking
Facil: _____
Attn: _____
Address: _____
City, State, Zip
800/ 274-3518

MND980791321
APTUS Environmental
Facility: 21750 Cedar Avenue
Lakeville, MN 55044
Attn: Dorothy Perkins
P.O. Box 1328
Coffeyville, KS 67337

OHD009865825
Dart Trucking Company, Inc.
Facility: 62 Railroad St,
Attn: William McCluskey
P.O. Box 89
Canfield, OH 44406

OHD081290611
Tricil Environmental Services, Inc.
Facility: _____
Attn: _____
4350 Edgewyn Avenue
Hilliard, OH 43026

OKD981514474
U.S. Pollution Control, Inc.
Facility: _____
Attn: Mary Davis
10220 West Reno Avenue
Oklahoma City, OK 73127

OKD981605363
Enviro. Transportation Service, Inc.
Facility: _____
Attn: Roy Massey
P.O. Box 36118
Oklahoma City, OK 73136

AK3572790001
US Air Force, 11th Air Force, DEPV
Facility: Anchorage, AK
Attn: Chief Enviro. Plan Div.
6900 Ninth St, Suite 103
Elmendorf AFB, AK 99506-2230

AK4211890047
USArmy National Guard, OMS 65th BN
Facility: Camp Carroll
Attn: Pat Hale
P. O. Box 5502
Ft. Richardson, AK 99505

AK4211890054
USArmy, AK-ARNG, 3-297th Inf NB/SCT
Facility: Kotzebue
ATTN: J. Davis
P. O. Box 707
Kotzebue, AK 99752-0707

AK6211800150
USArmy, Wasilla
NGB 297th Support BN
ATTN: Logistics Officer, Cpt. Magsino
3401 Bogard Road
Wasilla, AK 99687

AK6211890045
USArmy, AKARNG 5th Sct BN HQ
Facility: _____
ATTN: Michael Blakeslee
4902 Jewel Lake Road
Anchorage, AK 99502-1032

AK6690960038
USDOT - FRR Alaska Railroad
Facility: _____
Attn: Tommy Dome
P.O. Box 72111
Anchorage, AK 99510-2111

AK7141760036
U.S. NPS, Denali National Park
Facil: Mile 237 George Parks Hwy
ATTN: R&T Foreman, J. Rogers
P. O. Box 9
Denali Park, AK 99755-0009

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

AKD983069899
Marine Rapid Transit
Facil: _____
Attn: _____
7501 South Shore Drive
Wasilla; AK 99687

AKD983071085
VRCA Environmental Services
Facility: Anchorage
ATTN: Peter Van Dusen
5333 Fairbanks St., Ste. 3
Anchorage, AK 99518

AKD983071184
PAK ABATEMENT
Facility: Anchorage
ATTN: Penny Postel
733 W 4th. Ave. #807
Anchorage, AK 99501

AKD983072588
Knik Construction Company, Inc.
Facility: _____
Attn: David Haugen
201 East Third Ave, Unit # 102
Anchorage, AK 99501

AKD983072695
Peter Pan Seafoods, Inc.
Facil: King Cove, AK
ATTN: Manger, G. Guffy
500 K Cannery Row
King Cove, AK 99612-0016

AKD983073255
B & B Environmental, Inc.
Facil: Anchorage
ATTN: Chief Exec, C. Hampton
941 Dowling, Suite 303
Anchorage, AK 99518

AKD983073263
Rediske Air, Inc.
Fac: Island Lk. Rd & Spur Rd, Nikiski
ATTN: Owner, C. Rediske
P. O. Box 7079
Nikiski, AK 99635-7079

40 CFR 363.11 Transporter's w/ ID #s.

AKD983066176
Trecon, Inc.
Facil: 1848 Post Road, Anchorage
Attn: Terry Johnson
P.O. Box 230087
Anchorage, AK 99523

AKD983066192
Blaze Construction Inc.
Facility: 1301 E. 64th, Anchorage
Attn: Bob Treece
P.O. Box 10325
Yakima, WA 98909

AKD983066416
Yutana Barge Lines, Inc.
Facility: _____
Attn: Larry Shelden
410 Riverfront Street
Nenana, AK 99760

AKD983066424
Reeds General Contracting Inc.
Facility: _____
Attn: _____
2027 E. 39th Avenue
Anchorage, AK 99508

AKD983066432
K C Trucking
Facil: W. 34th Ave, Anchorage
Attn: I. J. Demus
200 W. 34th Ave., Suite 1056
Anchorage, AK 99503

AKD9830673074
Greens Creek Mine
Facility: _____
Attn: Enviro. Coord.
3000 Vintage Blvd
Juneau, AK 99801

AKD983068495
State of Alaska - ADEC
Facility: Clear Creek Site
ATTN: J.D.Marcorelle, Enviro.Spec
P.O. Box 1207
Soldotna, AK 99669-1207

AKD983073297
USArmy, AK-ARNG/AAOF #1
Facil: Nome Airport
ATTN: Supply Sgt, T.Cooper
P. O. Box 533
Nome, AK- 99762-0533

AKD983073305
USArmy, AK-ARNG/AAOF #2
Facil: Bethel Airport
ATTN: Maint Officer, D.Stettenbenz
P. O. Box 7067
Bethel, AK 99559-7067

AKD983073313
USArmy, AK-ARNG/AAOF #3
Facil: Kotzebue Airport
ATTN: Maint Officer, D.Fleischhacker
P. O. Box 286
Kotzebue, AK 99752-0286

AKD983073321
USArmy, AK-ARNG/AAOF #4
Facil: Juneau
ATTN: Maint.Officer, R.Woodrow
8425 Livingston Way
Juneau, AK 99801

AKD983073370
Woods Air Service, inc.
Facil: 1080 Cope Indust. Wy, Palmer
ATTN: President, W. Woods
P.O. Box 840
Palmer, AK 99645-0840

AKD983073784
MND0092586420
K & W Transportation
Facil: 400 Ocean Dock Road
ATTN: George Lowery
Facil: 400 Ocean Dock Road
Anchorage, AK 99510

AKD991281023
ARCO Alaska, Inc.
Facil: Kuparuk River Unit
Attn: Barbara Byrne
P.O. Box 196105
Anchorage, AK 99519

ARD069748192
EnSCO, Inc.
Facility: _____
Attn: Larry Williamson
P.O. Box 1957
El Dorado, AR 71730

CAD000083121
Laidlaw Environmental Services
Facility: _____
Attn: Kathi Young
4501 Pacheco Blvd.
Martinez, CA 94553

CAD000083121
Note: Laidlaw was GSX of California, Inc. They moved waste in 1990 from Arctic Surplus site (AKD980988158, manifest # 29206) ten miles to the Alaska Railroad in Fairbanks.

EPA ID # _____
Environmental Systems Company
Facility: _____
Attn: Louis Brolo
333 Executive Court
Little Rock, AR 72205

EPA ID # _____
American Trucking Assoc.
Facility: _____
Attn: _____
2200 Mill Road
Alexandria, VA 22314

EPA ID # _____
AK. Marine Lines & Lynden Company
Facility: _____
Attn: _____
550 S. Franklin Street
Juneau, AK 99801

KSD980964993
APTUS Environmental
Facility: _____
Attn: Dorothy Perkins
P.O. Box 1328
Coffeyville, KS 67337

MND009771437
K & W Trucking
Division of Anderson Trucking
Facil: _____
Attn: _____
Address: _____
City, State, Zip
800/ 274-3518

MND980791321
APTUS Environmental
Facility: 21750 Cedar Avenue
Lakeville, MN 55044
Attn: Dorothy Perkins
P.O. Box 1328
Coffeyville, KS 67337

OHD009865825
Dart Trucking Company, Inc.
Facility: 62 Railroad St,
Attn: William McCluskey
P.O. Box 89
Canfield, OH 44406

OHD081290611
Tricil Environmental Services, Inc.
Facility: _____
Attn: _____
4350 Edgewyn Avenue
Hilliard, OH 43026

OKD981514474
U.S. Pollution Control, Inc.
Facility: _____
Attn: Mary Davis
10220 West Reno Avenue
Oklahoma City, OK 73127

OKD981605363
Enviro.Transportation Service, Inc.
Facility: _____
Attn: Roy Massey
P.O. Box 36118
Oklahoma City, OK 73136

ORD980980023
Riedel Environmental Services, Inc.
Facility: _____
Attn: Mike Lordos
P.O. Box 03096
Portland, OR 97203

ORD981770746
Intercom Transport Inc.
Facility: 16643 SW Roosevelt
Attn: Frank McLellan
P.O. Box 2116
Lake Oswego, OR 97035

ORD981770746
Intercon Transport, Inc.
Facility: _____
Attn: Frank McLellan
P.O. Box 2116 (16643 SW Roosevelt)
Lake Oswego, OR 97035

WAD002799260
Lynden Transport, Inc
Facility: Seattle, WA
Attn: Diane Hvette
P.O. Box 3725
Seattle, WA 98124

WAD051251957
Alaska Cargo Transport
Facility: _____
Attn: Leo Naekel
6700 W. Marginal Way
Seattle, WA 98106

WAD070973300
Alaska Marine Lines, Inc.
Facility: _____
Attn: Barb Jones
P.O. Box 24348
Seattle, WA 98124-4348

WAD080905490
Alaska Marine Highway System
Vessel Operations
Attn: % M.Wilkens, Asst. Port Captain
P.O. Box R
Juneau, AK 99811-2505

AK3572790001
US Air Force, 11th Air Force, DEPV
Facility: Anchorage, AK
Attn: Chief Enviro. Plan Div.
6900 Ninth St, Suite 103
Elmendorf AFB, AK 99506-2230

AK4211890047
USArmy National Guard, OMS 65th BN
Facility: Camp Carroll
Attn: Pat Hale
P. O. Box 5502
Ft. Richardson, AK 99505

AK4211890054
USArmy, AK-ARNG, 3-297th Inf NB/SCT
Facility: Kotzebue
ATTN: J. Davis
P. O. Box 707
Kotzebue, AK 99752-0707

AK6211800150
USArmy, Wasilla
NGB 297th Support BN
ATTN: Logistics Officer, Cpt. Magsino
3401 Bogard Road
Wasilla, AK 99687

AK6211890045
USArmy, AKARNG 5th Sct BN HQ
Facility: _____
ATTN: Michael Blakeslee
4902 Jewel Lake Road
Anchorage, AK 99502-1032

AK6690960038
USDOT - FRR Alaska Railroad
Facility: _____
Attn: Tommy Dome
P.O. Box 72111
Anchorage, AK 99510-2111

AK7141760036
U.S. NPS, Denali National Park
Facil: Mile 237 George Parks Hwy
ATTN: R&T Foreman, J. Rogers
P. O. Box 9
Denali Park, AK 99755-0009

AK7211890051
USArmy, AK-ARNG, 2nd BN SCT HQ
Facility: 4th Ave, Bethel
ATTN: HazWasteMngr, Thaddeus Tikiun
P. O. Box 508
Bethel, AK 99559-0508

AK7570000151
USAF, Shemya AFB, 5099 CEOS/DEET
Facil: Shemya AFB, Alaska
ATTN: Cleanup Site
FPO
Seattle, WA 98736-5000

AK8211890050
USArmy, National Guard
Facility: 1st BN SCT HQ
ATTN: Maj. Hope Powell
433 Front Street, P. O. Box 490
Nome, AK 99762

AK8570028649
USAF, Elmendorf AFB
Facility: 3rd WG/LGTO
ATTN: SMSGT Scaggs
USAF Base
Elmendorf AFB, AK 99506

AK9211890059
USArmy, National Guard
Facil: HHC 207th IN-GP-SCT
ATTN: Mr. Richard Apgar
2839-B Mountain View Drive.
Anchorage, AK 99501-3103

AK9690330742
USDOT-US Coast Guard
USCG Suport Center - Kodiak
ATTN: Commanding Officer
P. O.Box 25
Kodiak, AK 99619-5000

AK9690502001
USDOT - FAA
Facility: ZAN-ARTCC
Haz Waste/Mat Section, AAL-465
222 West 7th Ave., Box 14
Anchorage, AK 99513-7587

AKD000641506
TEXACO, Inc.
Facil: Anchorage Internat'l Airport
ATTN: Haz Waste/Mat Mngr
3350 Wilshire Blvd.
Los Angeles, CA 90010

AKD000800888
Totem Ocean Trailer Express, Inc.
Facility: Anchorage
Attn: Kevin McCarthy
2333 Tidewater
Anchorage, AK 99501

AKD000834739
White Pass Alaska
Facility: 2nd & Main, Craig
ATTN: Tony Leichty
P.O. Box 9
Craig, AK 99921-0009

AKD000834796
Haines Terminal & Highway Co.
dba: White Pass AK
Attn: David Black
P.O. Box 590
Haines, AK 99827-0590

AKD000834846
Haines Terminal & Highway Co.
dba: White Pass, AK
Attn: George Tipton
P.O. Box 7398 (1100 Stedman)
Ketchikan, AK 99901

AKD000834960
Haines Terminal & Highway Co.
dba: White Pass, AK
Attn: Warren Pellet
P.O. Box 418 (#1 Lincoln St)
Sitka, AK 99835

AKD000834978
White Pass Alaska - Skagway
dba: Haines Term & Hwy Co.
ATTN: Facility Manager
P. O. Box 435
Skagway, AK 99840-0435

AKD001955285
State of Alaska, Dept. Fish & Game
Facility: _____
Attn: Reg. Sup, Russell R. Redick
333 Raspberry Road
Anchorage, AK 99502

AKD002848372
Weaver Brothers Inc., Kenai
Facility: _____
Attn: James Doyle, President
P. O. Box 2229
Kenai, AK 99611-2229

AKD002848638
Alaska International Air Inc
Facility: _____
Attn: Manager
P.O. Box 60029
Fairbanks, AK 99706-0029

AKD003845526
Northern Air Cargo, Inc.
Facility: _____
Attn: Denzil Smith
3900 W. International Airport Rd.
Anchorage, AK 99502

AKD006901698
Mark Air, Incorporated
Facil: Int'l Airport Rd, Anchorage
ATTN: Mngr, Mark F. Greenough
P. O. Box 196769
Anchorage, Ak 99519-6769

AKD009252230
Ketchikan Pulp Company
Facility: Ward Cove, AK
Attn: Robert Higgins
P. O. Box 6600
Ketchikan, AK 99901-6600

AKD009481805
Reeve Aleutian Airways, Inc.
Facility: _____
Attn: Jesse L. Pennington
4700 International Airport Rd.
Anchorage, AK 99502

AKD009504457

Lynden Transport, Inc.

Facility: _____

Attn: Fred Cristie

3027 Rampart Drive

Anchorage, AK 99501

AKD009870783

Sourdough Express, Inc.

Facil: 600 Driveway St. Anchorage

Attn: Richard Gregory

P. O. Box 73398

Fairbanks, AK 99707-3398

AKD010193654

Sig Wold Storage Transfer Inc.

Facil: 1301 Well St, Fairbanks

Attn: William Montpetit

P. O. Box 791

Fairbanks, AK 99707

AKD018550228

M V Constructor Co.

Facility: _____

Attn: Joey Willis

1000 Whitney Road

Anchorage, AK 99501

AKD019281054

C E Trucking Inc.

Facility: Fairbanks

Attn: Chad Baltrusch

3050 Van Horn Road

Fairbanks, AK 99709

AKD023254378

Northern Oilfield Service, Inc.

Facility: Prudhoe Bay

Attn: Larry Pedersen

P. O. Box 4584

Anchorage, AK 99509

AKD029747193

Alaska Gold Co., Fairbanks

Facil: 612 Illinois St, Fairbanks

Attn: Pete Eagan

P. O. Box 71170

Fairbanks, AK 99707-1170

AKD035403559
ERA Aviation, Inc.
Facility: Anchorage
ATTN: Wilbur O'Brien, Pres.
6160 S. Airpark Drive
Anchorage, AK 99502

AKD037999836
Empire Airlines
Facil: Airport Dr, Anchorage, AK
Attn: Dale Baker
11101 Airport Drive
Hayden Lake, ID 83835

AKD051232551
Tesoro Alaska Pipeline Co
Facility: _____
Attn: James Schanck
P. O. Box 190272
Anchorage, AK 99519-0272

AKD051239366
Tachick Freight Lines, Inc.
Facility: Suthard Blvd, Ridgeway
Attn: Russell McKenzie
P. O. Box 488
Soldotna, AK 99669-0488

AKD053816245
Cook Inlet Tug & Barge Co., Inc.
Facility: Anchorage
Attn: Carl Anderson
824 Delaney Street
Anchorage, AK 99501

AKD055503825
TEXACO Inc.
Facility: Anchorage
ATTN: R. Robles, Enviro Coord
Box 7812, 10 Univ. City Plaza, Ste 600
Universal City, CA 91608-7812

AKD060028966
Jackson Construction
Facility: Soldotna
Attn: Harold Jackson
241 Aspen Street
Soldotna, AK 99669

AKD067150946
Frontier Transportation Co.
Facility: _____
Attn: Weide Darryl Rate
P. O. Box 101616
Anchorage, AK 99510-1616

AKD070052238
Chempro Environmental Services
dba: Crowley All-Terrain Corp.
Attn: Jack Stranger
4300 B Street
Anchorage, AK 99503

AKD070056239
Mammoth of Alaska, Inc.
Facility: Anchorage
Attn: Jan Schommer, Traffic Mngr.
1048 Whitney Rd.
Anchorage, AK 99501

AKD071846380
Nuera Reclamation Co., Inc.
Facil: 411 E. 54th Ave, Anchorage
Attn: P. Franger or Greg Skogland
P. O. Box 190123
Anchorage, AK 99519-0123

AKD078206042
Sheldon Jackson College
Facility: Sitka Incinerator
Attn: Facility Manager
802 Sawmill Creek Blvd
Sitka, AK 99835

AKD084611219
Chempro Environmental Services
Re: Crowley Environmental Services
Attn: _____
4300 B Street, Suite 107
Anchorage, AK 99503

AKD085802114
Village Aviation, Incorporated
dba: Camai Air, Bethel Reg. Arprt
Attn: John Watts
P. O. Box 787
Bethel, AK 99559-0787

AKD099032682
Alaska West Express, Inc.
Facil: 2301 Spar Ave, Anchorage
Attn: Mark Anderson
660 Ocean Dock Road
Anchorage, AK 99501

AKD102864808
Alaska Truck & Rail Inc.
Fac: 430 W.Train/Gate Rd, Fairbanks
Attn: Manager
1049 Whitney
Anchorage, AK 99501

AKD102888104
L.D.G.J., Inc.
dba: The Paint Warehouse
Attn: Larry Whiting
SRA Box 6179, Mile 36.5 Parks Hwy
Palmer, AK 99645

AKD103351532
Pickworth & Assoc.
dba: Northern Marine Inc.
Attn: Jo Pickworth
1200 Ocean Dock Road
Anchorage, AK 99501

AKD122081243
Carlile Enterprizes, Inc.
Facility: Anchorage
Attn: Alyce Herndon
1524 Ship Avenue
Anchorage, AK 99501

AKD126916782
Boyer Alaska Barge Line
Facil: 3311 Tongass Ave, Ketchikan
Attn: _____
P.O. Box 8000
Ketchikan, AK 99901-8000

AKD130597818
Beluga Trucking, Inc.
Facility: _____
Attn: General Manager
1430 A Street, Suite # 3
Anchorage, AK 99501

AKD153800529
Irish Trucking
Facil: 1003 Aspen St, Fairbanks
Attn: Philomena K. Martin
P. O. Box 84469
Fairbanks, AK '99708-4469

AKD155361652
Greens Creek Mine
Facility: _____
Attn: Enviro. Coord.
3000 Vintage Blvd
Juneau, AK 99801

AKD980665061
Bush Transport Systems
Facil: 6441 S. Airpark Pl, Anchorage
Attn: Gary R. Harding
P. O. Box 6769
Anchorage, AK 99502

AKD980665301
Energy & Environment Research Group
Fac: NWC Donald & David Sts, E. River
Attn: Enviro. Coord.
P.O. Box 505
Eagle River, AK 99577

AKD980722490
N L Baroid, Anderson Terminal
Facil: Ocean Dock Rd, Anchorage
Attn: Facility Manager
P.O. Box 1675
Houston, TX 77001

AKD980724959
Alaska Rapid Transport
Facil: 8500 Arlon St, Anchorage
Attn: Ops. Manager
8500 Arlon Street
Anchorage, AK 99507

AKD980833297
Alaska Motor Freight, Inc.
Facility: Fairbanks
Attn: Owner, Coy Hill
3285 South Cushman
Fairbanks, AK 99701

AKD980833842
Alaska Resources Inc.
Facility: Anchorage
Attn: Donald Tulin, President
529 West 3rd Avenue
Anchorage, AK 99501

AKD980834337
Alaska Freight Lines, Inc.
Facility: 128 Pioneer Dr, Valdez
Attn: George Hillar
P. O. Box 1929
Valdez, AK 99686-1929

AKD980836423
Doyle Transport
Facil: Mile 8.5, Kenai Spur Rd
Attn: Mr. James C. Doyle, Owner
1611 E. First Avenue
Anchorage, AK 99501

AKD980978530
North Star Air Cargo, Inc.
Facility: _____
Attn: Baxter Snider
1704 East 5th Avenue
Anchorage, AK 99501

AKD980979991
Airlift Alaska
Facility: Anchorage
Attn: Mary Yorke
2301 Merrill Field Drive
Anchorage, AK 99501

AKD980981898
Piquniq Management Corp.
Facil: Kuparuk Industrial Center
Attn: Steven Komp
Pouch 340065
Prudhoe Bay, AK 99734

AKD980982896
Priemer Group
Facil: 8830 Honeysuckle, Anchorage
Attn: Manager
P. O. Box 190587
Anchorage, AK 99519

AKD980984140

Taku Construction & Engineering
Facil: Lakeridge Dr, Eagle River
Attn: Henry Williams
P. O. Box 91942
Anchorage, AK : 99509-1942

AKD980984405

Chemron Alaska Inc
Facility: Hamman St, Palmer
Attn: Cecilia Hidalgo
P. O. Box 110374
Anchorage, AK 99511-0374

AKD980985626

Technical Contractors, Inc.
Fac:5630 Silverado Way,#6,Anchorage
Attn: General Manager
P.O. Box 104380
Anchorage, AK 99510

AKD980985782

F S Air Service
Facility: Anchorage
Attn: Floyd Saltz
6601 South Airpark Drive
Anchorage, AK 99502

AKD980986749

City & Borough of Sitka
Facility: Sitka Electric Dept
Attn: Gen.Mngr, Electric Dept
304 Lake Street
Sitka, AK 99835

AKD981765076

R & M Contractors
Facil: Parks Hwy, Mile 5
Attn: Owner, F.R. Wright
1101 Kennicott Avenue
Fairbanks, AK 99701

AKD981765134

Chemtrak
Facil: 2301 Olympic Dr, Anchorage
Attn: Mike McBeth
2031 Olympic Drive
Anchorage, AK 99515

AKD981765902
Van Waters & Rogers, Inc.
Facil: 590 E. 100th Ave, Anchorage
ATTN: Kevin Ostendorf
P. O. Box 112589
Anchorage, AK 99515

AKD931766140
Chemtrack
Facil: 9599 Brayton Dr, Anchorage
Attn: Charles Ronan
9599 Brayton Drive, #426
Anchorage, AK 99507

AKD981766157
Clean Alaska, Inc.
Facil: 10361 Nigh Rd, Anchorage
Attn: Jerry Poziombke
P. O. Box 112727
Anchorage, AK 99511-2727

AKD981766967
McDaniel Trucking, Inc.
Facility: 1830 W. 46th Avenue
Attn: Robert J. McDaniel
4700 Taft St.
Anchorage, AK 99517

AKD981767403
Alaska Railroad Corp.
Facility: 421 W. 1st Ave, Anchorage
Attn: James Seeberger
P.O. Box 107500
Anchorage, AK 99510-7500

AKD981771579
Northwest Enviroservice, Inc
Facil: 5333 Fairbanks St, Anchorage
Attn: Mr. Larry Wilkinson
1813 East 1st Avenue
Anchorage, AK 99501-1833

AKD982654527
Arctic Tug & Barge Co, Inc.
Facility: _____
Attn: _____
1200 Ocean Dock Road
Anchorage, AK 99501

AKD982656704
Colville Environmental Service
Facility: Prudhoe Bay
ATTN: Manager
930 9th Avenue
Fairbanks, AK 99701

AKD982656761
Denali Mine
Facil: Cantwell, Denali Hwy Mi. 78
ATTN: Serge Vezina/R.A. Hughes
P. O. Box 110
Cantwell, AK 99729

AKD982657587
M G Waste Control Co.
Facil: 664 E. Dowling Rd, Anchorage
Attn: Michael George
P.O. Box 210068
Anchorage, AK 99521

AKD982658783
Trans-AK Environmental Services &
Construction Corp.
Attn: Kim Strickland
5520 Lake Otis Pkwy., # 103
Anchorage, AK 99507

AKD982659179
Ocean Marine Services, Inc.
Facil: Nikiski Beach Rd, Nikiski
ATTN: Ops. Mngr, Fred Newton
17627 N.E. 65th Street
Redmond, WA 98052

AKD982659179
Ocean Marine Services, Inc.
Facility: 53200 Nikiski Beach Road
Attn: Ed Sievers
P.O. Box 8505
Nikiski, AK 99635

AKD982659237
Fairbanks Excavation Co.
Facil: 1662 Heather Dr, Fairbanks
Attn: Jaradell De Zarn-Young
P.O. Box 83035
Fairbanks, AK 99708-3035

AKD983068578
Auto Recycler
Facil: Mi. 0.5 Palmer/Wasilla Hwy
Attn: Floyd Estep
P.O. Box 2585
Palmer, AK 99645-2585

AKD983068602
Northwest Enviroservice, Inc.
Facility: Anchorage
ATTN: Mngr, D.Garcia or J.Bartlett
1813 East First Ave.
Anchorage, AK 99501

AKD983068628
Asbestos General, Inc.
Facility: _____
Attn: David Henry
6108 MacKay
Anchorage, AK 99518

AKD983068644
Burkeshore Marina
Facil: Burkeshore Dr, Big Lake
ATTN: Owner, Ernest Brannon
P. O. Box 520226
Big Lake, AK 99652-0226

AKD983068701
Bering Marine Corporation
Facility: _____
Attn: David Haugen
201 E. Third Ave., Suite #102
Anchorage, AK 99501

AKD983069352
MV Gumption
Facil: Auke Bay, AK
Attn: _____
Dehart's Marina, Float #1
Auke Bay, AK 99821

AKD983069444
Alaska Marine Hwy System
Facil: Ketchikan
ATTN: Enviro. Coord.
3718 Tongass Avenue
Ketchikan, AK 99901

AK0000000000
ALASKAN TRANSPORTERS

M A I L I N G L I S T

Last Updated: January, 1992. Next update: April, 1992

AK1211800155
AK-ARNG, 1st BN 207th Avn Regmnt
Facil: Fort Richardson
Attn: Dean Eisberg
P.O.Box C, Bldg 60702, Camp Carroll
Fort Richardson, AK 99505

AK1570028638
US Air Force, Clear Station
Facility: Clear AFS, Fairbanks
Attn: Harlie Love
13 Missile Warning Squadron
Clear AFB, AK 99704

AK2211890049
USArmy National Guard, OMS #5
Facility: Fairbanks
Attn: Russell Port
202 Wein Street
Fairbanks, AK 99701

AK3210022155
USArmy, 6th Infantry Div, Light
Facil: Fort Greely
Attn: APVR-FG-DE, Bruce Rossi
Unit 45812, Bldg. 603
APO, AP 96508-5500

AK3211890048
USArmy, AK-ARNG, 6th SCT BN HQ
6th Battalion (L) 297th Infantry
Attn: Garry Curtiss
355 Whittier Street
Juneau, AK 99801

AK3211980039
USArmy NGB USPFO
Facility: Fort Richardson
Attn: Ronald Gray
P. O. Box B - Camp Denali
Ft. Richardson, AK 99505

WAD980981849

Samson Tug & Barge Co. Inc.
Facility: Terminal 115
Attn: Albert Snelling
6702 W. Marginal Way
Seattle, WA 98106

WAD981773005

Northland Services Inc.
Facil: 2679 Channel Dr, Juneau, AK
Attn: John Stetson
P.O. Box 24527
Seattle, WA 98124