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Via email: MRFStandards@CalRecycle.ca.gov

SUBJECT: Comments to AB 341 Implementation - MRF Performance Standards

We are pleased to provide comment following the California Department of Resources Recycling and Recovery's (CalRecycle) Materials Recovery Facility (MRF) Performance Standards Workshop on September 19, 2012, addressing issues associated with implementation of Assembly Bill (AB) 341. We recognize the importance of the first workshop theme, that of increasing both the capacity and efficacy of California's waste materials segregation and processing infrastructure, and agree that clear expectations need to be established for both MRF systems and operation. The workshop's second theme extends beyond development of MRF Performance Standards to consider how to define and manage post-recycling residuals; we offer the perspective that the two issues are quite inter-dependent.

We have provided recent comment regarding the disparity between what is legally mandated and what is the current implementation of Recycling in California, and the difficulty presented due to absence of a complete chain of custody in tracking waste materials segregated for recycling. We would reiterate that by law, Recycling has not legally been accomplished until the segregated "recyclates" have been cleaned, pre-treated, and "reconstituted" (reprocessed) into market-ready materials. This impacts MRFs in two ways:

1. Unless actual reprocessing occurs on-site, all operations remain preliminary stages of legally-defined Recycling. Whatever non-reclaimed waste materials remain may best be described as "post-segregation wastes", or perhaps more appropriately "post-high-grading residuals." Recyclates segregated at a MRF are typically brokered to off-site and often, out-of-country, reprocessing facilities. Without a record of where and to whom these materials are sent there is no way to analyze the life-cycle impacts incurred. It is most reasonable to assume, however, that long-distance transport of recyclates for reprocessing will indeed generate greater cumulative greenhouse gas (GHG) emissions than on-site reprocessing.
2. If reprocessing *does* occur on-site, such as at the CR&R MRF in Perris, there will be "post-recycling residuals" and these will have characteristics specific to the nature of the final methods used to effect waste conversion back to market ready materials. This is also the case where kinetic reprocessing turns greenwaste into salable mulch, or converts construction and demolition (C&D) wastes into salable aggregates and reclaimed metals. In each case of on-site reprocessing, it is expected that some amount of *post-recycling residual* will be generated, a waste material from which all feasible value has been extracted.

We believe that efforts to establish MRF Performance Standards should primarily be directed toward increasing in-state, if not "in-MRF" reconstituting capabilities as the most direct approach to improving overall MRF performance, for the following reasons:

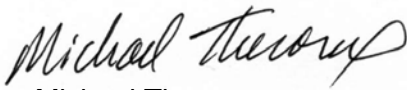
- Decisions to separate recyclates from the incoming waste stream at a MRF reflect the relative market value of the recovered waste materials at the time of segregation compared to the costs incurred for the level of segregation effort.
- There is increased emphasis due to AB 32 mandates on reduction of GHG emissions from the life cycle of waste management. This consideration makes long-distance recyclate shipment more costly in terms of socio-economic and environmental impacts than localized reprocessing. Monetization and internalization of these differences is now possible through Cap and Trade, GHG and carbon footprint accounting, and other state and federal regulatory programs.
- Availability of a cost-effective localized reconstituting or reprocessing capacity may be expected to increase the economic viability of materials segregation, which in turn will inform daily decisions regarding MRF operational and equipment decisions and direct future investments toward this economic benefit.

Finally, we feel that essentially *everything* can be "recycled", given appropriate systems, methods, economics, policies and regulations. Increasing waste conversion infrastructure near the state's high-volume sources of waste will improve the diversity of Recycling pathways, supporting greater recovery while decreasing both transport and disposal related impacts.

Please contact me at (530) 613-1712 or mtheroux@jdmnt.net if you have any questions.

Sincerely,

JDMT, Inc



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Vice President

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