

OTS Technical Committee Meeting  
Wednesday November 3rd, 2010  
9:00 AM – 12:00 PM  
Markland Wood Golf Club  
Call-in 416-343-2285 or 1 877-969-8433  
Passcode 4467765

**Attendees**

<b>WEBINAR</b>		
<b>Registration #</b>	<b>Name of person attending</b>	<b>Company</b>
2012349	Andrew Winters	Niagara Region
2013401	Andy Soares	Dyanmic Tire Corp
2012129	Cathy Wiebe	County of Wellington
2016332	Clynt King	Six Nations Council
2015793	GERRY KROESBERGEN	Georges Auto Wreckers
2012214	Jenny Duhamel	Township of North Frontenac
2002402	Kate Morgan	BMW Durham
3000130	Kim Thompson	County of Simcoe
3000183	Matt Garcia	Kal Tire
5000001	Matther Wemple	SOF SURFACES INC
2012082	Nikki Vecchiola	Municipality of York
2012201	District of Muskoka	Lee Gillian
3000066	Charles MacLaurin	AKTT
2016410	Neil Wang	AKTT

<b>IN PERSON</b>		
<b>Registration #</b>	<b>Name of person attending</b>	<b>Company</b>
2016310	Bill Millar	E & E Seegmiller
3000109	Chuck Kunc	National Waste Services
3000180	Derek Martin	Liberty Tire Recycling
4000036	Doug Jones	Rubber Venture Corp
3000010	Fabiano Sales	Millennium Tires Recovery Inc
3000119	Gavin Cameron	Treadwear
3000012	Gerry Milne	National Tomlinson
2008840	Gord Inglis	Inglis Cycle Center Limited
3000008	Jeff MacPhatter	MacPhatter Group Inc
3000156	Mark Capland	Micor Recycling Ltd
5000003	Mauricio Martinez	Fabricushion Ltd
3000165	Patrick Fenlon	Pack Pros Plus Ltd
3000005	Ron Politewicz	Peninsula Tire
3000003	Shabir Hirani	Canadian Eco Rubber/Emterra
2015735	Sharon Martin	Recycle City
3000174	Terry Gilmore	Treadcraft Limited
2004718	Tim Buckley	Total Casing Service
3000107	Tim Goudreau	William Day Construction

### **Agenda**

NOTE: the following notes are intended to supplement the Powerpoint presentation slides used during the meeting.

1. Business Arising from the previous meeting

- a. What are “collected vs generated” tires: A registered Collector removes tires from vehicles as part of a commercial transaction or receives tires from consumers. A Generator is a registered Collector that produces used tires as a result of their own internal operations (further information can be found on the OTS website). If a Collector/Generator has a question about whether a tire is considered collected or generated, they should contact OTS for advise.
- b. It is the responsibility of a Collector to ensure the tires it receives are eligible to receive Collection Allowance.

NOTE: Collectors are responsible to update the TCR about collected vs. generated tires

2. Diversion results to date

- a. PLTs diversion rate = 81% . One of the planning assumptions is that there is a 1:1 relationship between tire collected and tires supplied. This is not always the case for several reasons including the fact that consumers often retain the old / seasonal tires when purchasing new ones, plus there is a time lag in filing claims from Collectors.
- b. “Diversion” refers to tires being diverted from stockpiles / landfills / burning as TDF. No tires have been sent for TDF by OTS since the program started.

### 3. Tire Collection

#### a. Sub-Collector Agreement Update

- What kinds of checks and balances are there to ensure tires are eligible program tires? Compliance reviews and audits will be done. Collectors with sub-Collectors agreements in place are responsible for tracking / managing tires from sub-collectors.

- Tracking tire movement – the Collector is responsible to track tires from sub-Collectors. Collectors are encouraged to maintain records of tires collected. A suggested format for this log is available on the OTS website.

#### b. Tires in Inventory Update (Pre-Program Tires)

- i. STC forms – intent is to have the resident with the tires to be picked up estimate tires types and numbers. This should be validated by the Hauler at tire pick-up time. Issues with STCs should be flagged to OTS at [hauler@ontariots.ca](mailto:hauler@ontariots.ca)
- ii. How will OTS estimate the cost of pickup for pre-program tires? TI estimate will be based on number of tires by type and standard TI rates, PI will be based on standard weights and PI rates.
- iii. Why are giant OTRs and large OTRs listed on TCRs instead of only onDOTs? OTS will consider making this change for future updates to TCR forms

### 4. Tire Transportation and delivery

#### a. Guaranteed Supply (GS)

- i. GS will likely continue through end of 2010, need for GS in 2011 will be evaluated later in 2010.
- ii. Will RFP process to select out of province processors and haulers continue? If GS is planned in 2011, the RFP approach for transportation and processing will be implemented.

#### b. Transportation Incentive Rates (2011 Updates)

#### c. Adhoc/Redirect Volumes

- Tire sorting is required for Haulers. For example, for a mixed load, some of which are needed by Ontario processors, the Hauler must sort the mixed load. These sorting costs are built into the TI rates.

### 5. Claims

#### a. Collector Claims Adjustments

### 6. Tire Processing & Manufacturing in Ontario

#### a. Processing Estimates

#### b. Manufacturing Incentives and Claims filing

### 7. Program Communications

#### a. STC Events – many will be deferred until spring 2011 given the high tire volume currently and the winter weather affecting access to the STC storage locations.

- i. a fee may be charged to residents to get the STC tires in adequate (clean) condition to be picked up and processed.

#### b. Upcoming Events

#### c. Proposal: Operational training “refresher” for Participants

- i. Haulers: timing suggested Feb / March for haulers
- ii. Processors: some new processors may benefit from training in late November

- iii. Collectors: many are new to the program and session should be held in late November
- iv. Topics: could they include specific industry issues, e.g. “power sport”?

#### 8. New Business

- a. Participant Guidebooks
  - How will the guidebooks be distributed? Emails with links to the OTS website will be sent to all Participants
  - Issue: how to distribute to remote locations e.g. northern ON: OTS will consider best method to deliver to remote locations.
- b. 2011 Program Plan – update
- c. Tire Storage: temporary tire storage (perhaps in Trailers) to level out tire supply in slower months e.g. Feb. / March
  - i. What is the need for temporary tire storage?
    - 1. In the past there has been adequate tire supply for Ontario processors
    - 2. Processors that may need more certainty of tire supply should drive this towards a potential solution.
  - ii. Benefits may include:
    - 1. Improved tire supply for Ontario processors when tire flow is expected to slow in February and March
    - 2. Potential savings with TI Ad Hoc premiums by not shipping to out of province processors. These savings could potentially be used to help fund temporary storage facilities in ON.
  - iii. Issues may include:
    - 1. C of A limitations on tire storage
    - 2. How to monitor tires in storage
    - 3. Determine payments terms / timing for haulers and processors
  - iv. Committee could be created, to discuss options and propose solution:
    - 1. NOTE: Technical Committee members who are interested in participating in a conference call should send an email to [info@ontariots.ca](mailto:info@ontariots.ca)
- d. Other topics:
  - i. How can the cheque mailing address be changed when necessary? There is a new process in place for collectors to send claim payment cheques to a different business address.
  - ii. Other Participants (authorized by contact name on file) can request claim payment cheques be mailed to another business location
  - iii. What is the status of Electronic Funds Transfer? Update to be provided at next meeting

9. Next Meeting Date; **Wednesday, December 15, 9:00AM – 12:00PM, 405 The West Mall, 4<sup>th</sup> floor**

10. Adjourn Meeting