

OTS Technical Committee Meeting
Wednesday, September 22nd, 2010
9:00 AM – 12:00 PM
Markland Wood Golf Club
Call-in 416-343-2285 or 1 877-969-8433
Passcode 4467765

Attendees

	In Person		
	REG #	NAME (1 PERSON ONLY)	COMPANY
	3000156	Mark Capland	Micor Recycling Ltd
	3000012	Gerry Milne	National Tomlinson
	3000174	Terry Gilmore	Treadcraft Ltd
	3000119	Gavin Cameron	Treadwear
	3000180	Derek Martin	Liberty Canada
	2004718	Bill Krasowski	Total Casing Service
	3000114	Dave Quinton	ABC Scrap Metal
	3000003	John Cassell	Canadian Eco Rubber/Emterra
	3000010	Fabiano Sales	Millennium Tires Recovery
	3000005	Ron Politewicz	Pennisula Tire Exports Inc
	2010589	Tom Huehn	400 Auto Wreckers
	5000003	Mauricio Martinez	Fabricushions Ltd

Webinar

	REG #	NAME (1 PERSON ONLY)	COMPANY
	2012129	Cathy Weib	County of Wellington
	3000084	Michael Rennie	Enviro-can Disposal Services
	4100021	Pierre Poulin	Dynamat Inc
	3000016	Ed Lister	R and E Tire
	3000159	Adam Moffatt	Liberty Canada
	3000066	Charles MacLaurin	AKTT
	2013146	Brenda Chedore	Scappies Salvage Iron & Metal
	2015645	Robert Habza	American Iron & Metal
	3000051	Piere Villeneuve	Eco Tire Recovery
	3000165	Patrick Fenlon	Pack Pros Plus Ltd
	30000132	John Rocchi	1262378 Ontario Ltd
	2012078	John Vonk	Warren Gibson Ltd

Agenda and Meeting Notes

1. Diversion results to date: Update to be included in November 3, 2010 meeting
 - How is diversion rate calculated?
 - o Number of tires collected divided by tires supplied into the Ontario market
 - What is target for diversion?
 - o Year 1 Goal: 91% of On Road used tires and 25% of Off-Road Tires available for collection
 - What are % tires being sent out of Ontario: PLTs , MTs, OTR?
 - o Overall approximately 30% of tires are sent out of province
2. Tire Collection
 - a. Sub-Collector Agreements – to be announced in October 2010
 - i. What are costs to OTS of new sub-Collector addendum?
 1. The Collector will be paid CA for all eligible tires collected from Sub-Collectors (generated tires from a Sub-Collector do not become a collected tire by transferring the tire to a Collector)
 - ii. Key discussion points about the rules for sub-collectors, to be refined when announced
 1. A Sub-Collector may be a tire dealer / garage who does small volume, cannot easily meet requirement for minimum size pickup of 50 tires and may not be a registered Collector with the OTS program.
 2. Collectors should to keep a log of deliveries from sub-Collectors to support requests for information during claims processing or compliance audit reviews.
 3. OTS will track which sub-collectors are aligned with which Collectors once the Addendum to the Collector agreement is signed between the Collector and Sub-Collector(s).
 4. What happens as a result of audit that uncovers violating Program rules?
 - a. Penalties may be applied including fees may be clawed back, registrations may be revoked
 - b. Stockpile Update (see meeting slide deck)
 - c. Tires in Inventory Update – Addendum to Collector Agreement to be announced in October and the following are some discussion topics:
 - What are costs of getting rid of Preprogram tires?
 - All costs incurred by OTS e.g. hauling, processing costs
 - o Costs will be recovered from Collectors over maximum 3 year period with one-third of the amount owing collected each year
 - o Payment term options will be defined when Tires in Inventory addendum is announced
 - o No CA will be paid to a Collector with a balance owing to OTS; the amount will be deducted from the amount owing.
 - UCR form is incorrect in that it asks about are the tires preprogram. Such pre-pre-program tires are not to be recorded on any OTS forms unless they are part of an approved STC event.
 - Haulers will be contacted by OTS as in any other STC (do not use TCR forms)

- Haulers should identify to OTS if they suspect Collectors are flowing pre-program tires into the program

d. Collected vs Generated Tires (some discussion points)

-Definition of “generated” tires ?

- Who owns the tires is a key question. Generated tires are normally from business vehicles owned by the organization removing the tires (or owns the scrap tire)
- reference guidance on the OTS website
- Collected tires are from vehicles not owned by the removing organization and this is a service is performed by the Collector
- OTS needs to study the tire flow and ownership to respond to individual situations e.g. retread tires
- identify examples / refer exceptional situations to OTS for a response
- tires from a resident / farm may claimed as “collected” tires (free tire pickup and eligible for CA)

3. Tire Transportation and delivery

a. Guaranteed Supply (GS)

- GS amounts will be confirmed for October, November, December based on year over year actual processing volumes and forecasted Ontario-based processing capacity

b. 2011 Transportation Incentive Rates

- OTR 2011 rates are work in progress, OTS is determining changes to OTR standard weights
- Feedback is encouraged on 2011 rates, however TI plan for 2011 is nearing completion

c. Adhoc/Redirect Policy

- i. List of tire types processed by Processor needs to be updated on OTS website

d. Temporary Tire Storage – initial feedback includes:

- i. Some feeling that processors can “work it out”
- ii. Others think they would like to explore options
- iii. How would this affect TI payments?
- iv. Crumb storage may be more attractive than whole tires
- v. Feedback to OTS is welcome!

4. Claims

a. Collector Claims Adjustments

- i. Small collectors have limited access to / knowledge of computers
 - 1. some haulers are completing claims on behalf of Collectors
- ii. Can haulers file on behalf of collectors?
 - 1. This is a separate business arrangement between the 2 parties that does not involve OTS. Cheques are paid to the Collector and sent to contact name and address; any communication regarding a claim will be sent to the Collector (or authorized rep on file with OTS); it is the Collectors responsibility to ensure that the claim is accurate
- iii. if a collector files incomplete claims, the collector may request an adjustment and will be enabled to add missing forms in last quarter 2010. A 20% filing charge is to help incent complete, accurate claims and compensate OTS for extra admin. cost

b. Cheque Mailing – see meeting slide deck

5. Tire Processing & Manufacturing in Ontario
 - a. 2011 forecast of processing capacity
 - b. Manufacturing Incentives and Claims filing
6. Program Communications
 - a. STC Events
 - i. Can Collectors apply for a STC?
 1. Yes, advance approval is needed, must be tires from residents on the collection site, each Collector site must have a registration number
 2. Municipalities can apply for a special clean-up day
 3. OTS is preparing "Guidebooks" which will have clear definitions and step by step descriptions of policy interpretations. Feedback is very positive for this, let's unveil at next TC meeting
 - b. Upcoming Events – see meeting slide deck
7. New Business
 - a. How does redirect process work, can tires move from the North to Moose Creek?
 - i. Redirect approvals must be requested by email to OTS at hauler@ontarioTS.ca
 - b. Retreads – A Collector sent/sells tires for retreading and tires subsequently are scrapped. OTS to confirm that the Retreader is not eligible for CA on these tires (the tire can be sent back to the Collector or picked up as generated from the retreader)
 - c. What are OTR tires planned to be diverted 2010? Is the OTR 100% diversion rate accurate and what does it mean? OTS to respond at November 3 meeting
 - d. All 2010 TI rates are posted on OTS website
8. Next Meeting Date Wednesday Nov. 3, 9:00AM – 12:00PM, Markland Wood Golf Course