

Waste Not

The Weekly Reporter
for rational
resource management

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CORRECTION TO WASTE NOT # 68. The mercury limits cited in Waste Not # 68 were incorrect and off by a factor of 10. The NEW JERSEY limit is .05 lbs/hr per 200 ton unit. The MINNESOTA limit is .016 lbs/hr per 200 ton unit.

WEST VIRGINIA: STATE'S SOLID WASTE AUTHORITY RECONSTITUTED INTO REVOLVING DOOR. The West Virginia Solid Waste Authority was reconstituted by legislative fiat in the beginning of 1989 in Senate Bill 301. The new name is the State Solid Waste Board. Nominees to the Board are appointed by the Governor and approved by the State Senate. Four members have been appointed, one remains to be appointed, and there are two ex-officio members to the Board (the director of the State's DNR, Ed Hamrich, and a representative from the State's Health Dept.). The Chairman of the new board is **Sam Colvin**, a marketing representative for **Browning Ferris Industries**. Before working for **BFI**, Sam Colvin worked for the State for 12 years as the Head of the State's Solid Waste Authority. Sam resigned his state job in March 1989 to work for **BFI**. The Vice-Chairman of the Board is Harold Taylor. Harold is a hauler from Wood County and runs two waste hauling businesses: **Harold's Refuse Removal** and **Wood County Waste**. The other two members are Martha Moore, the Mayor of Welch in **McDowell County** (see below) and Mrs. Joyce Manyik, a member of the League of Women Voters. Mrs. Manyik told **Waste Not** that she believes Sam Colvin was the best person for the job as he had worked for the state and is now working for **BFI**.

WEST VIRGINIA: APPALACHIAN COUNTY AGREES TO LANDFILL OUT-OF-STATE WASTE RAILED IN ON THE NORFOLK AND SOUTHERN RAIL LINE. In November 1988 the Appalchian County of **McDowell** signed contracts with **Caples Resources** of Philadelphia, PA, to allow a 6,000 acre site in the town of **Welch** to be used for the landfilling of 2,000-5,000 tpd of solid waste. The solid waste will come from the county (pop: 40,000) and from out-of-state. The proposal calls for a double-lined landfill with waste railed in on the **Norfolk & Southern** rail line which services the county. **Caples Resources** is under the **Berwind** companies umbrella, a large (coal) land-owning company. The 6,000 acre proposed landfill site was at one time used for both deep-mining and strip-mining of coal. According to **Jack Fugett**, President of **Caples Resources**, the agreement reached with **McDowell County** is the first venture for **Caples**. The deal **McDowell County** entered into would give 50¢ for each ton of out-of-state waste to the **McDowell County Commissioners** and 80¢ for each ton to the non-profit **McDowell Improvement & Development Corp. (MID)**. **MID** would also receive 1 1/2% of **Caples** gross annual landfill revenue. The contract also gives free sewage leachate treatment, at the landfill site, to **McDowell County**, if and when county sewer lines are laid. **McDowell County** has never had sewage treatment facilities. The county, according to one of the residents interviewed by **Waste Not**, has the highest unemployment rate in the state, and probably in the nation. **Caples** plans to begin geological testing at the landfill site within the next two weeks. **Jack Fugett** told **Waste Not** that the contract signed with **McDowell** gives the County: 24-hour landfill inspection rights, 100% rejection rights to the landfill operation and the right to shut the landfill down. Mr. Fugett is also the President of **Resource Conservation Corp.**, which had applied for a permit in 1986 to landfill solid waste, industrial sludges and incinerator ash in **Somerset County, PA**. Mr. Fugett said that there "has been no public acceptance" of the **Somerset County** proposal as compared to the unique and nearly unanimous acceptance of the **McDowell County** proposal in W.VA.

RAILROADING WASTE: CONRAIL AND OHM CORP. UNITE. "Consolidated Rail Corp., and OHM Corp., an Ohio environmental services company, April 11 announced a \$10 million joint venture to create a network of facilities to recycle and dispose of solid and hazardous wastes in the Northeast and Midwest. The venture will combine **OHM's** experience in

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siting, designing, developing, and operating 'state-of-the-art fixed base resource recovery, treatment and disposal facilities' and **Conrail's** rail network to transport wastes to the site, the two firms said. **Conrail**, headquartered in Philadelphia, and **OHM**, based in Findlay, Ohio, will contribute \$5 million each to the venture, they said. **Conrail** also will provide \$100 million in revolving credits and loans for the venture ...The goal of the two companies is 'to establish significant participation in the solid and hazardous waste resource recovery, treatment and disposal markets,' Stanley E.C. Hillman, acting chairman of **Conrail**, and **OHM** chairman James L. Kirk, said in a joint statement...Combining the technical capabilities of **OHM** with **Conrail's** financial backing and extensive rail network will create a company 'ideally suited' to the waste disposal venture, Hillman said. In addition to developing new disposal sites, the venture may acquire existing solid waste disposal facilities that have high standards of operations and good relations with regulatory agencies and communities, provided they are convenient to **Conrail's** transportation network...**Conrail**, which began shipping solid wastes in 1988 from East Coast areas to landfills elsewhere, will consolidate wastes for the joint venture and transport them to the treatment and disposal sites, it added. The venture will be managed by a six-member executive board, three each from **Conrail** and **OHM**...**Conrail** is the largest rail freight carrier in the Northeastern and Midwestern states and earned \$3.4 billion in revenue on 3.3 million carloads of freight traffic in 1988. **OHM** had \$171 million in 1988 revenue on environmental services to clients that included the Environmental Protection Agency, state and local governments, and industry, the announcement said." Environment Reporter, Current Developments, April 21, 1989, page 2627.

EDITORIAL: LET'S NOT BE RAILROADED INTO DUMPING ON THE POOR. As the report on McDowell County in West Virginia illustrates, the possibility of the rich dumping on the poor can become a growing industry if communities allow it. Waste is the most visible face of the global environmental crisis. If we are to turn things around in the next decade we have to get used to the idea that we **ALL** have to take responsibility for wise resource use and rational waste management. Both rich and poor alike have to learn to '**unmake waste**' through the sensible steps of source separation into divisions which facilitate the reuse of discarded objects and materials. Once this responsibility has been taken rail transport can play a vital role. For large cities where land is scarce the possibility of railing organic wastes to a compost facility makes eminent sense. Moreover, the finished compost could be used to enrich land that has been depleted of its top soil, such as strip-mined areas. For small towns and villages in rural areas, where the population make-up is below what is considered optimal for cost-effective recovery of recyclables, a shared rail line could become an invaluable asset. As the biosphere deteriorates before our eyes, every community is being challenged to make rational and ethical decisions on how to deal with its waste and resources. We hope that wealthy communities will not shelve their responsibility on to poorer ones. We must not allow our rail arteries to be used to poison the lands of the poor or facilitate the slovenly habits of the rich. Such a policy would only hasten the degradation of our shared biosphere.

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