

ONESTEEL



sold by service



neSteel Recycling, Inc. is the U.S.-recycling division of Australian-owned OneSteel, that country's largest vertically integrated steel company. With locations in Virginia, Maine, and Florida, the U.S. division offers a variety of services including site cleanup and industrial-metal waste collection in addition to static and shear baling. The Tampa, Florida, site also includes a 6,000-horsepower shredder, a separator, and a port. Most of their ferrous materials are exported while non-ferrous materials are primarily sold stateside. OneSteel, the parent company, is quite widespread, with additional operations in Australia, New Zealand, Canada, Mexico, Peru, Malaysia, Thailand, Indonesia, the Philippines, and China.

Scrap is a dynamic, multi-faceted business. It has to be located, purchased, ingested,

The Kawasaki 115ZV-2 bucket has been modified with a center support, making it easier to lift and carry the 10-ton grapples.

separated into ferrous and non-ferrous, shredded or baled, brokers consulted, buyers located, and materials shipped. Each step has its own challenges and complexities, and as the industry has matured, so have the resources that make it safer and more uniform. A leading resource is ISRI — the Institute of Scrap Recycling Industries.

"ISRI facilitates industry relationships and legislation," explains Joe Petti, USA Environmental Health and Safety Director, OneSteel Recycling. "We are very happy they are here. Thanks to them, you are not just one scrap company; they give us a voice. They fight for all of us, and for the business in general. ISRI is a good thing."

PRODUCT SUPPORT IS CRITICAL

Keeping all of OneSteel's Tampa equipment running in top shape is a tough assignment, thanks to Florida's legendary humidity, salt, heat, and the unforgiving nature of scrap itself. The company's two Sennebogens in particular, with their 10-ton grapples for ship loading, take a real beating. Servicing those two machines is GS Equipment (GSE), which also happens to be the area Kawasaki dealer. Frustrated with the long-distance phone support from Atlanta they were receiving for their Liebherr wheel loaders, yet pleased with the local support GSE was providing, when it came time to replace a wheel loader, OneSteel was open to learning more about Kawasaki.

"Our purchasing the Kawasaki 115ZV-2 wasn't so much a sales pitch from Kawasaki than a testimonial from JVS Contracting, a local demolition contractor, as well as our own mechanics," explains Tommy Quirke, President, OneSteel USA. "GS Equipment has taken very good care of us. Since they are a Sennebogen dealer as well, it makes it easier — a one-stop shop.

"When it comes to equipment buying, I go by what my guys tell me. They are very pleased with the power in the Kawasaki. Those Liebherrs are underpowered; they are not powerful enough to do what they need to do."

OneSteel did make several custom alterations to their 115. They extended the bucket a foot on each side to hinder scrap getting underneath the SETCO tires, plus they added chains to extend tire life. And they added a center support to the bucket so it could more easily move the 10-ton Bateman shipping grapples. "That was one of the selling points for us about the Kawasaki — it could move those grapples around for us," notes Tommy.

Luis Garivdi operates the 115ZV-2. He couldn't be more pleased. "I came from Waste Management where we used to run Cat®. The Kawasaki has lots of power! I noticed that right away. With the addition

of the center support for lifting, we can now move a grapple in just 10 minutes and position it exactly where we want to. It used to take an hour."

Adds Tommy, "Luis really takes care of that loader. He runs it, he keeps it pristine. That's hard to do, because it is nasty out there. Dealing with the ship, the dirt, and dust, I know the reversible fan has really helped."

SAFETY FIRST

OneSteel is also a strong proponent of safety. "It's all about behavior," says Joe. "And it starts at the top down. Every Thursday morning at 6:45 we have a company-wide 'Toolbox Talk.' Tommy, our President, leads 50 percent of them. And if he's traveling, he still attends each one. We've had lots of training and support from DuPont™, and they are the leader in safety. They've said that as an industry whole 96 percent of incidents and near misses can be attributed to behavior; only four percent are actual conditions."

In addition to ToolBox Talk, the company has put in place four Line of Fire life-saving principles: Can't See, Can't Load or Unload; 5 MPH Speed Limit; People Will Be Protected from Stored Energy; and People Will Not be Exposed to Mobile Equipment.

On a practical level, this means:

■ Drivers are escorted to a waiting zone complete with water, beverages, wet towels and fans; then escorted out after their vehicle is offloaded.

■ Objects that can fall are stored safely, scrap piles are monitored so the face won't tumble down, and lockout/tagout measures are instituted.

■ And every piece of mobile equipment has a yellow and a green light — yellow means the equipment is operational and people need to stay away; green indicates it is safe to approach.

"We've done that at all of our USA locations," explains Joe. "Mobile equipment is one of, if not the number one, hazard to those who come into the yards. We take safety very seriously."

**OneSteel Recycling, USA, Tampa
Florida is serviced by GS Equipment,
Tampa, Florida.**

Steel is the world's most recycled material. In 2010, over 54 million metric tons of ferrous scrap was processed in the U.S. Non-ferrous scrap makes up a small percentage of volume, but by value, non-ferrous scrap, including precious-metal scrap, accounts for more than half of the U.S.-scrap-recycling industry earnings.

