



February 2008

Eleventh edition of RecyclingNews

Welcome to the eleventh digital newsletter published by ARN. In this newsletter we want to keep you informed about the recycling news concerning cars in the Netherlands. You will read about the latest developments of car recycling, developments in recycling technologies, legislation, etc.

If you do not wish to receive this newsletter [click here](#) to unsubscribe.

Three millionth car dismantled

The three millionth car wreck has been dismantled in an environmentally sound manner – just eleven years after ARN's inception. Some 334,260 tons of waste have been reused instead of dumped. With a recycling percentage of 85% of car weight, the Netherlands is leading the way in recycling.



On 18 October, ARN marked the occasion with a surprise treat of cake and flowers for all chain partners who have helped to make the recycling operation a success. The achievements were also proudly announced in full-page newspaper adverts.

The complete article can be found at www.arn.nl/newsletter.



Adding value to shredder residue

ARN is continuously seeking new ways to extract more useful materials from ELVs by using post-shredder technology (PST). This calls both for high-grade separation equipment and for customers for the materials produced.

Once built and put into operation, our PST plant will extract four fractions from the shredder residue: metals, plastics, fibres and a mineral fraction. Metals can be simply reused in new materials. The situation for fibres is more complicated. To find viable sales opportunities for this type of waste, ARN has mainly focused on specific properties of fibres, e.g. their high combustion value. Although this offers possibilities for use as a secondary fuel, an application higher up the recycling ladder would be preferable. The use of fibres in construction materials is being studied, whilst their application in water purification processes as a replacement for fine coal powder has already proved successful.

The difficulty with the sand fraction is that a part remains polluted with minuscule

oil residues after separation. A route capable of handling such material is being developed. This is a high temperature method in which the sand is melted, burning the pollutants. Rapid cooling of this mass leaves clean particles of black glass that can be used as decorative grit in gardens or to give composite worktops and flooring a striking finish. To add value to polymers, the PVC-containing plastic must first be separated from the rest. ARN is studying which of four available technologies gives the best separation result. Further sorting into, for example, PP, PE and other plastics would increase the commercial value of the plastics.

The complete article can be found at: www.arn.nl/newsletter.

Aircraft recycling not yet the norm

The world has a great many aircraft graveyards: endless rows of scrapped aircraft are waiting for buyers. AELS (Aircraft End-of-Life Solutions) plans to show airline companies that timely recycling is better for the environment – and their wallets.

Some aircraft are scrapped as a result of accidents, but most are scrapped for economic reasons, namely when the maintenance becomes too costly. Derk-Jan van Heerden of AELS is trying to persuade airlines that selling aircraft in parts usually makes better financial sense than keeping them stored for years while awaiting a buyer for the whole thing. AELS currently has two locations: Gander International Airport in Canada – from which it operates on the American continent – and Maastricht Aachen Airport, its European base.

When a plane crashes, a team is assembled and sent to dismantle the plane on site. First, the usable components are removed for reuse in their original form in other aircraft. The rest is taken in parts to the shredder for the recovery of raw materials. The aluminium from the fuselage and the titanium from the engines are particularly valuable.

Almost 90 per cent of the aircraft is recycled. Although aircraft recycling is not yet compulsory, not only AELS but also aircraft builders (e.g. Boeing and Airbus) are taking initiatives to stimulate more reuse.



The complete article can be found at: www.arn.nl/newsletter.

 [Print version \(PDF format\)](#)

Colophon

Published by
Auto Recycling Nederland B.V.

Contact
janet.kes@arn.nl