Current Issues at the California and Baja California Border Region

Scrap Tire Workshop 2013, Border 2020
San Antonio, Tx        April 3, 2013

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This presentation includes results from the study: “Used and Scrap Tire Stream in the California –México Border Region” presented by Dr. Paul Ganster for the California Integrated Waste Management Board (CIWMB)
Context

- Different laws, regulations and efforts both sides of the border and the spread between the two economies have produced a formal and informal flow of goods and services.

- These flows produce some undesired impact, environmental, economic, and social, both for the origin or destination: as for both sides of the border.

- Coordination of public policy across the international border is difficult.

- Regionally, the cross border problems are better addressed in a binational way.
Used Tires

- They are part of the stream of used items from the USA to Mexico.
- Driven by the economic spread and the north of Mexico isolation from the rest of the nation.
- With costs and benefits on both sides of the border.

<table>
<thead>
<tr>
<th>Cloths, furniture</th>
<th>Used Vehicles or junk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric and Electronic items</td>
<td>Building Material</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1 Minimum <em>hourly wage San Diego</em></th>
<th>1 Minimum <em>daily wage in Tijuana</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego County Budget is 20 times</td>
<td>Tijuana Municipality Budget</td>
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Formal and Informal Stream: CA to BC

• From 1996 to 2000 the Mexican government authorized a yearly quota of 730,000 used tires for import and sale to Baja California and part of Sonora. En 2001, the Baja California State Government was assigned to follow up on imports and adequate disposal by the importers.

• Between 2001 and 2008, the federal government and the State authorities and business organization continued authorizing an average this year, which is not always exercised entirely or growe at a rate of 2:1, that is, 2 tires disposed of, vis-a-vis those that are imports.

• Between 300,000 and 500,000 used tires end up in Baja Californina, through means that have any formal follow-up.

• Approximately 80,000 tires are imported in used or junk automobiles from California. These figures are equally as uncertain as those of informal flows.
# Used Tires Flow: California-Baja California

<table>
<thead>
<tr>
<th>Year</th>
<th>Authorized Quota for Baja California</th>
<th>Correct Disposal by company in B.C. **</th>
<th>Informal Flow Estimates for B.C.*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>High Estimate</td>
</tr>
<tr>
<td>1999</td>
<td>670,000</td>
<td>N/A</td>
<td>1,005,000</td>
</tr>
<tr>
<td>2000</td>
<td>570,000</td>
<td>260,511</td>
<td>855,000</td>
</tr>
<tr>
<td>2001</td>
<td>402,155</td>
<td>250,799</td>
<td>603,233</td>
</tr>
<tr>
<td>2002</td>
<td>N/A</td>
<td>352,701</td>
<td>N/A</td>
</tr>
<tr>
<td>2003</td>
<td>N/A</td>
<td>479,075</td>
<td>N/A</td>
</tr>
<tr>
<td>2004</td>
<td>550,000</td>
<td>610,588</td>
<td>825,000</td>
</tr>
<tr>
<td>2005</td>
<td>600,000</td>
<td>620,102</td>
<td>900,000</td>
</tr>
<tr>
<td>2006</td>
<td>750,000</td>
<td>605,008</td>
<td>1,125,000</td>
</tr>
</tbody>
</table>

*Interviews with SEMARNAT, Municipality of Tijuana, Tire Dealers Association, Mexican Customs

**3/21/07 communication, Secretaría de Protección al Ambiente
Scrap Tire Disposal in Baja California

• Between 1.2 and 1.5 million scrap tires are estimated to be disposed of every year (imported used and new tires).
  – Over 500,000 for TDF cogeneration at the Ensenada cement kilns.
  – Arond 500,000 for civil engineering and informal constructions
  – The rest ends up in:
    • Landfills
    • Illegal dumpsites scattered around urban and rural zones
    • Open sky burning to recover metal.
Tire Management in Baja California

• Importers and retailers must prove, through a certificate, that they adequately disposed of the approved tires in order to obtain new authorizations.
• Only 43% of the tires generated annually are adequately disposed of in B.C. a per regulations
• Municipality is willing to collect, however, they lack the resources needed to pay for their legal disposal.
• Municipio están dispuestos a recolectar sin embargo, no disponen de recursos para pagar su disposición.
• In 2008, BC authorized a quota of used import tires to be used for final disposal.
• BC is also developing a mono-fill, in Mexicali, to collect and bury tires.
Economic impact of used tire trade

• California 2008
  – $5.4 million in formal sales to BC
  – 637,500 tires that California did not have to dispose of
  – Used tire Sales revenue support transportaton and disposal in California.

• Baja California and part of Sonora 2008
  – $1.2 million in federal import taxes
  – $13 million in revenues for import used tire sales
  – The used tire marketplace (formal and informal trade) generates between 4,545 and 6,045 jobs, and between $17 and $22 million in salaries.
• Just in the City of Mexicali, there are 186 stores with used tires distribution throughout the urban spread.

Source: Study among the population who is vulnerable to the open-sky incineration in Mexicali, Elizabeth Ramirez, UABC 2010.
Environmental Impacts

• Great flows of used and scrap tires from California to Baja California, cause disposal and environmental issues for the Mexican Authorities.

• With real and potential impacts caused by the tires:
  – Fire and provoked fires, as well as air and soil pollution.
  – Public Health issues
  – Waste disposal issues
• Fires in small dumpsites in the urban zone of Mexicali, in 2010:

- From 856 fires recorded, which involved scrap tires, 592 occurred in the city, at an average of 49 per month.

Fuente: Source: Study among the population who is vulnerable to the open-sky incineration in Mexicali, Elizabeth Ramirez, UABC.
Cross-border disposal and pollution Problems

• Events, such as the growth of stormwater streams; as well as fires at the urban or rural dumpsites, disperse contaminants throughout *binational* atmospheric or hydrological basins.

• This produces environmental and disposal type problems, not only for the Mexican authorities, but also for the US Authorities.

• **This reverts the issue to the origin of the used or scrap tire stream.**
Sediments and trash in Tijuana Estuary in USA, mainly from Mexico.
Ash and tire remnants, after the fire at Innor.
El Centinela Dumpsite
Recommendations

• Used and scrap tires at the border are a binational problem that should be better addressed by jointly developed policies and actions

• Action Alternatives for the Board (CIWMB)
  – Better data on the used tire flow at the border, to be shared with the Mexican authorities.
  – Work with US Customs to develop better data on the exports of used tires, to be shared with the Mexican Authorities
  – Continue to work with customs and highway patrol in inspection of carriers and exports southbound at the ports of entry.
Recommendations

• Collaboration between the CIGWMB and BC
  – Regular information and data exchange
  – Personnel exchange
  – Develop joint actions for tire transborder management
  – Transborder support for the use of asphalt for private sector pavings
  – To support development of the tire disposal site, in Meicali
Recommendations

• Options for Baja California
  – To continue developing of a mono-fill in the Mexicali region.
  – To share data on quotas and imports with the CIWMB
  – Work with CA and the private sector in developing markets for tire derived products
Recommendations

– To expand adequate disposal standards, and enforcement throughout all the tire generators, including new tire traders

– To seek out options to learn or estimate the flow of “small-time” tire flow.