

November 5, 2007

Dear Citizen

Lafarge recently conducted cement kiln emission tests when adding whole tires as part of the cement kiln fuel mix. Because you are a Duwamish resident who has shown interest in these tests, I want to advise you of the results.

In summary, measured dioxin concentrations when burning whole tires and coal were higher than when burning only coal (the permit-established baseline fuel). These dioxin levels also exceeded EPA-established limits for cement plants. Carbon monoxide (CO) emissions also increased. However, the emissions of nitrogen oxides (NOx), formaldehyde and mercury were lower when burning a mix of whole tires and coal than when burning only coal.

Background: Lafarge is interested in receiving approval for burning whole tires as part of their lime kiln fuel mix. Their air permit allows for trial periods to test various levels of tire fuel substitution while measuring pollutant emissions. Test periods are limited to 15 days by EPA regulations – a time period needed to stabilize operational conditions, and complete the necessary emission testing. The Clean Air Agency will not authorize burning whole tires until compliance is demonstrated through required testing. Following successful testing, Lafarge would likely pursue permanent approval of the highest whole-tire fuel substitution rate which demonstrated compliance with all applicable requirements.

History of project events:

- March 17, 2006 – Original air permit for whole-tire testing project was approved
- June 6-7, 2006 – Lafarge completes the baseline tests (no tires or liquid waste fuels)
- July 21, 2006 – Original permit was revised due to project delays for Lafarge
- August 7, 2006 – Baseline test report received by the Agency
- July 20, 2007 – Initial testing completed using whole tires
- September 18, 2007 – First whole-tire test-report received by the Clean Air Agency

Test results: Tests measured emissions at two different substitution rates -- one at 14.7% tire substitution rate and the other at 16.2% tire substitution rate. When we compare those results to the baseline test (without tires) from 2006, there are several notable results.

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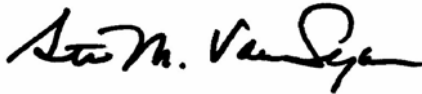
Marina Cofer-Wildsmith

- Dioxin emissions during both tire substitution tests increased over the baseline results and were higher than the allowable levels under the EPA's rule for hazardous air pollutants for cement plants. That result means that Lafarge presently has no authorization to use whole tires as a fuel substitute, other than during specified testing periods.
- The data varied, but there was a general reduction in the emissions of nitrogen oxides (NOx) and an increase in carbon monoxide (CO) emissions with whole tire use.
- The emissions of formaldehyde and mercury decreased with the use of whole tires.

Next: Lafarge has begun a review of their test operations to determine what changes they believe would be necessary to improve the dioxin emission performance while burning whole tires. They have scheduled another performance test for whole tires on November 20 and 21st of this year. The results from that test would likely be submitted to the Agency by late January.

The Agency will let you know the results of the next test once we receive the results. We are tentatively scheduled to attend the February meeting of the South Park Neighborhood Association to discuss those results.

Sincerely,

A handwritten signature in black ink that reads "Steve Van Slyke". The signature is written in a cursive, flowing style.

Steve Van Slyke
Supervisory Engineer