

RECYCLING OIL SAVES THE ENVIRONMENT

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ROSE Wins 2013 Green Supply Chain Award



The ROSE Foundation, funded by the Lubricants Industry, was recently honoured by the Green Supply Chain Award 2013 as the Industry Leader for its role in promoting and encouraging environmentally responsible management of used lubricating oils and related waste in South Africa since 1994.

A range of industry leaders and organisations spearheading "green" and sustainable environmental initiatives were honoured at the awards competition, which recognised excellence and innovation in the greening of supply chains.

Commenting on the entries, Chief Judge Irvan Damon, former ambassador for the Sustainable Energy Society of Southern Africa, and currently chief executive of Carbon Track South

Africa, said it was encouraging to see how organisations were "pushing boundaries" while still being profitable.

"It's a mind-set, a company ethos. Companies are becoming more aware that being 'green' is a long-term commitment. Greening the bottom line must still be profitable – otherwise it's corporate suicide," said Damon.

"The choice between profit and the environment is a false one," continued Damon. Both can, and should be embraced, often resulting in ground-breaking innovation."

"Through ROSE the lubricants industry has invested over R100 million, building used oil storage depots in four cities, supplying oil storage tanks, facilitating the collection and disposal of used oil totalling more than 1 billion litres," commented ROSE CEO Raj Lochan.

The Green Supply Chain Awards aim to recognise and reward those companies and organisations that are making genuine, measurable efforts to minimise the environmental impact of their supply chain processes and actively seek ways to improve efficiencies.

A joint collaboration between the CGCSA (Consumer Goods Council of SA), CILTSA (Chartered Institute of Logistics and Transport SA) and "Supply Chain Today", the awards are a highlight on the supply chain calendar.



Clint Nickall, Vice Chairman of the ROSE Foundation, accepts the Industry Leader Award from Mapule Ncanywa, General Manager: Corporate Services at the Consumer Goods Council of South Africa.



ROSE CEO Raj Lochan with the Green Supply Chain Award.

Members of the ROSE Foundation



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NORA-SA

National Oil Recycling Association of South Africa



ROSE Strategy Meets Global Challenges



A used oil collection truck in the UK that has the capacity to collect related waste.

At the ROSE Strategy Workshop held in August 2013, Roger Creswell, from the Oil Recycling Association (ORA - UK), presented insights into the European oil recycling industry and discussed global challenges.

"The used oil recycling industry is currently driven by air, water and health ideals, that mean that waste and chemical legislation is only going to get tougher. Legislators are looking at seeking and replicating best practice across the globe," said Creswell.

"Managing the tension between the growth imperatives of the used oil industry and environmental concerns is one of the biggest challenges."

Creswell applauded the ROSE Foundation for being at the forefront in dealing with compliance issues in the used oil industry: "ROSE policies underpin good practice, influencing high collection rates, improving resource efficiency, supporting enabling legislation and its enforcement."

"ROSE is achieving good practice through strategic partnerships, promoting its objectives and driving awareness through investment on people and resources, and critically adopting a producer responsibility culture, measuring performance and encouraging voluntary intervention."

Creswell reviewed the international drivers of policy, the fate of waste oils, related waste, used oil storage regulations, policy development, end-of-waste criteria and legislation.

Waste oil policy drivers

- Environmental concerns about water and air pollution
- The prolific amount of used oil waste that is generated
- The negative effects of used oil pollution on human, animal and plant health
- The optimisation of oil resources through energy recovery and recycling

The fate of waste oil

The fate of waste oil and the end of waste issues are literally burning topics internationally and in South Africa. Besides illegal dumping, most oil is burnt – either untreated small scale burning or large scale treated oil burning in power stations, cement kilns, steam boilers, etc. A small percentage is reprocessed to fuel and an even smaller amount is reprocessed to base oil through re-refining.

"The choice depends on regulations, market needs and policy incentives. Energy recovery through burning is the easiest, but rigorous regulatory controls require processing of used oil for fuel. Refining back to base oil fits well with the international preference for recycling and reducing waste, but it is expensive," explains Creswell.

A review of policy development from across the world illustrates that there is no easy solution for the fate of used oil. Creswell believes that if policies are to minimise

environmental damage, they need to focus first on maximising the collection of recoverable lubricants.

Policy drivers

The European Union has published plans for its seventh Environmental Action Programme to drive legislation. Water and air quality, GHGs, waste hierarchies and the improved delivery of waste legislation are all top of the agenda. The Polluter Pays Principle is central to policy development.

Creswell says that EU waste legislation aims to protect the environment and human health by directing waste treatment but it is proving difficult to implement as energy from waste competes with recycling. "End of Waste" is also a concept that the EU and particularly the UK are struggling to define and deal with. In May 2013, the European Union Commission asked the UK to change its end-of-waste criteria for used oils.

The Commission is asking the United Kingdom to change its end-of-waste criteria for waste oils. Under UK end-of-waste criteria, processed fuel oils may be used like virgin equivalent fuel oils. The Commission is concerned that these criteria allow certain contaminants to remain in high concentrations, and that these contaminants are then released during combustion, threatening human health and the environment. Standard combustion plants, unlike waste incineration plants, are not necessarily equipped with technologies to remove pollutants contained in emissions from processed fuel oils such as heavy metals, hydrogen chloride and halogens.

The Commission has submitted a reasoned opinion, giving the UK two months to reply. If the United Kingdom fails to act, the Commission may refer the case to the EU's Court of Justice.

In response the UK formed a protocol defence group, aiming to show that the net effect of burning one ton of processed oil is equivalent or better than one ton of heavy fuel oil. "Either processed fuel oil is waste or it is not!" says Creswell.

A hierarchical policy for used oil raises questions about the viability of re-refining used oil and market supply vs demand for untreated, processed fuel oil (PFO) versus re-refined oil. There are no simple solutions, and if compliance is a key driver, the policies need to be sustainable.

Waste Hierarchy

Most Favoured Option

Reduce Lowering the amount of waste produced

Reuse Using materials repeatedly

Recycle Using materials to make new products

Recovery Recovering energy from waste

Landfill Safe disposal of waste to landfill

Least Favoured Option

Waste Classification and Management Regulations

The National Waste Classification and Management Regulations were recently published under the Waste Act. These regulations will enable the improved and more efficient classification and management of waste; provide for safe and appropriate handling, storage, recovery, reuse, recycling, treatment and disposal of waste and will also enable accurate and relevant reporting on waste generation and management.

The Regulations (GN 634), published under section 69(1) of the Waste Act, regulate the classification and management of waste; establish a mechanism and procedure for the listing of waste management activities that do not require a waste management licence under the Waste Act; set requirements and time frames for the management of specified waste; defines waste generators, transporters and managers and prescribes their general duties.

Waste is required to be classified in accordance with SANS 10234 and reclassified. Importantly, waste must be kept separate for the purposes of classification and must not be mixed prior to classification. Waste may only be mixed or blended if it can be shown to enhance the potential for re-use, recycling, recovery or treatment or to reduce environmental risks of the waste.

How will this affect NORA-SA collectors?

Under the new legislation, used oil as a hazardous waste must be classified and accompanied by a safety data sheet prepared in accordance with SANS 10234; all used oil must be labelled and transported in the correct way; all waste generators must ensure that all their waste is re-used, recycled, recovered, treated and/or disposed of within 18 months; everyone, from the waste generator to the transporter and waste manager of hazardous waste must be in possession of a waste manifest document which contains all the relevant info about the hazardous waste.

"The effects of the newly published regulations will be felt more by NORA-SA clients than by the collectors themselves. This is because the ROSE Foundation and NORA-SA have worked tirelessly to stay abreast of changing legislation and to prepare NORA-SA collectors, ensuring they are knowledgeable and compliant ahead of the curve, so to speak," says Raj Lochan, CEO of the ROSE Foundation.

Used Oil and the Standards for Disposal of Waste to Landfills

The National Norms and Standards for the Disposal of Waste to Landfill (R636), recently published under the Waste Act, prescribe the requirements for the disposal of waste to landfill and set the needs for compliance timeframes before restrictions and prohibitions come into effect.

The Disposal Norms and Standards, among other things, specify various classes of landfill site and the types of waste, as assessed under the Assessment Norms and Standards and otherwise listed or regulated under the Regulations, which may be disposed of into the various classes of landfill site and the requirements for such disposal. They also impose waste disposal restrictions, including prohibitions and restrictions on the disposal of waste to landfill with reference to particular compliance timeframes.

Used Oil and The Disposal Norms and Standards

Under the Waste Disposal Restrictions, re-usable, recoverable or recyclable used oil and oil filters may not be disposed of in a landfill. They have, however, been given a longer time frame to comply and may not be disposed of to landfill from four years after the coming into effect of the Regulations.

Other wastes may not be disposed of to landfill with immediate effect. Examples of these are explosive, corrosive or oxidising waste; flammable waste with a closed cup flashpoint lower than 61 degrees Celsius; untreated Healthcare Risk Waste; lead acid batteries; whole waste tyres; and infectious animal carcasses and animal waste.

"These restriction and compliance timeframes do not change best practice for ROSE members and NORA-SA collectors who have long operated under the knowledge that the disposal of used oil is unacceptable and all used oil must be responsibly collected for transportation to a registered waste management facility for recycling," says Raj Lochan, CEO of the ROSE Foundation.

Other Regulations and Standards passed recently include:

1. Amendments to the list of Waste Management Activities (Gazette No. 37083, R921).
2. Norms and Standards for Storage of Waste (Gazette No. 37088, R926).

Standard for Waste Derived Fuels

In October 2013 the Department of Environmental Affairs (DEA) launched a new project to develop National Norms and Standards for Waste Derived Fuels (WDFs), including a dedicated standard for fuels produced from waste lubricating oils. The standard will define the quality that WDF will have to meet before it can be sold in the market place as a fit for purpose fuel. Waste derived fuels that do not meet the standard will legally be regarded as waste and users of these fuels are likely to require an Atmospheric Emission Licence for waste incineration before they can legally burn the fuel.

A National Stakeholder Inception Workshop was planned for 2014 to present the details and scope of the project, envisaged processes and associated timeframes, and to provide an opportunity for the upfront identification and discussion with stakeholders of issues to be considered during the development process.

A further objective of the project is to develop a Standard Operating Procedure (SOP) for facilities producing WDFs. The SOP will establish minimum best practice environmental requirements for the design and operation of WDF manufacturing facilities, and will

be used to define appropriate license conditions for inclusion in Waste Management Licenses for such facilities.

WSP Environment & Energy are the consultants appointed to deliver this exciting project which ultimately aims to expedite waste licensing requirements for both users and producers of WDFs. The project includes a process of formal stakeholder engagement to ensure industry experience and input on the project. It is anticipated that an industry focus group for used oils will be established for the project. The first stakeholder workshop is planned for 29 January 2014 in Johannesburg.

Formal invitations to a national stakeholder inception workshop will be sent out to industry stakeholders. Please contact Sean.Doel@wspgroup.co.za for more information.



Drop-off Points

Do-it-Yourself (DIY) motorists are encouraged to use any of the sites below to drop off their used motor oil at the respective Municipal Garden Refuse sites.

TSHWANE – Maunde Rd, Pretoria West, **Kwaggastrand**; Stefanus Schoeman Rd, **Valhalla**; Rigel Ave South (Delmas Rd), **Garstkloof**; Roslynne, **Onderste Poort**; Hans Strydom North, Nelmapius, **Hatherley**.

JOHANNESBURG – Ballyclare Dr, **Bryanston Ext.7**; 5th Ave, **Bez-Valley**; Club Str, **Linksfield**; Cnr Smith & 5th Ave, **Fairland**; Melrose Str, Syferfontein 51-IR (**Melrose**); Pine Rd, **Norwood**; Jim Fouche Rd, Panorama A.H; Victory Rd, **Victory Park Estate S.H.** Johannes Rd, Waterval 211-IQ (**Triomf**); Woodlands Dr, **Woodmead Ext.15**; Bangalore Dr, **Lenasia Ext.11**; Cedar Rd, Kyalami A.H; Dale Rd, Kyalami; East Rd, Kilpriviersberg 106-IR (**The Hill**); Flamingo Str, Lenasia Ext.6; Cnr Impala & Vereeniging Rd, Rietvlei 101-IR (**Mayfield Park**); Royal Park Dr, **Mondeor**; Heerengracht Rd, Eldorado Park Ext.4; Makhaya Ave, Protea North, **Soweto**; Sofasonke Str, Orlando; Bellona Rd, Middelfontein 223-IQ (**Mayfair West**); Circle Cres, **Eldorado Park Ext.5**; Cnr Harry & Rifle Range Rd **Robertsham**; Penny Rd, Roodepoort West; Khama Str, **Soweto**; Ace Midas (Soweto), Stand 117 & 118, Gateway Cres, **Soweto**; Soshanguwe Midas, Stand 2, Block EE, Buitekant Str, **Soshanguwe**; Autozone Boksburg, 57 North Rand Rd, **Boksburg**; Autozone Wadeville, Cnr. Dame & Blackreef Rd, **Wadeville**; Autozone Springs, Shop CG, Expo Corp Building, 31 7th Str, **Springs**; Autozone Pretoria, Cnr Struben & Du Toit Str, **Pretoria**.

eTHEKWINI – Bellair, Bellair Rd, **Cato Manor**; Road House Cres, Cnr Riverside Rd and Road House Cres under the Umgeni River bridge, **Riverside**; Tara Rd, Cnr Tara Rd and Grays Inn Rd, **Montclair**; Glanville Rd, **Woodlands**; Cnr Glanville Rd and Halifax Rd, **Canehaven**; Cnr Canehaven Dr and Northside Rd, **Mount Edgecombe**; Mount Edgecombe Dr, **Chatsworth**; Sunset Dr, **Woodhurst**; Malacca Rd, Red Hill P'pdale Rd, **Newlands**; Travencor, Mererbank (near Mond) Nyati, **Athlone Park Prospecton**; DSW Refuse Site, School Rd, Seadoone, **Amanzimtoti**; Umtentweni Service Station (Caltex), old road to Port Shepstone.

CAPE TOWN – Garden Refuse Site, Potsdam Rd, **Killamey** (next to the Killarney Race Track); Garden Refuse Site, Sir Lowry's Pass Rd, Gordons Bay, **Somerset West**; Garden Refuse Site, Main Rd, near Mandela Rd, **Hout Bay**; Garden Refuse Site, Ladies Mile, **Constantia**; Garden Refuse Site, Main Rd, **Kommetjie** (between the Compass Bakery and the Water Treatment Plant); Collect-A-Can, Fischer Ave, **Epping**; Garden Refuse Site,

Tenth Ave, **Retreat**; Athlone Transfer Station, Bunga Ave, Settlers Way, **Langa**; Garden Refuse Site, Railway Rd, off Beach Rd, off Upper Church Rd, **Woodstock**; Garden Refuse Site, Orange Str, Tygerdal, **Goodwood**; Landfill Site, Sacks Circle, **Bellville**; Landfill Site, **Coastal Park**; Landfill Site, **Vissershok**; Garden Refuse Site, Dassenberg Rd, **Atlantis**; Garden Refuse Site, Adam Tas Rd, **Belhar**; Garden Refuse Site, Cnr 5th Ave and Bertie Genade Str, De Grendel, **Parow**; Garden Refuse Site, Fabriek Str, **Delft**; Garden Refuse Site, Kramat Rd, **Macassar**; Garden Refuse Site, Industrial Ring Rd, **Ravensmead**; Garden Refuse Site, Old Schaapkraal Rd, **Schaapkraal**; Garden Refuse Site, Akademie Str, **Welgelegen**; Garden Refuse Site, Blue Waters Close, **Simonstown**; Suburban Spares, Cnr Plantation & Barnboesvlei Rd, **Ottery**; Garden Refuse Site, Rosmead Ave, **Wynberg**; Kraaifontein Transfer Station, Cnr Sandringham and Maroela Rd, **Kraaifontein**; Tramway Rd, **Sea Point**; Spine Rd, (Water Treatment Plant), **Mitchells Plain**.

PORT ELIZABETH – Parry Motors (Caltex), Cnr LA Roche & Forest Hill Dr, **Humewood** - Tel: 041 585 7416; Airport Motors (Shell), 147 Heugh Rd, **Walmer** - Tel: 041 581 6761; Steelmech (Kabega Service Station -BP), 615 Cape Rd, **Kabega Park** - Tel: 041 360 1390; PE Service Centre (Shell), 520 Cape Rd, **Kabega Park** - Tel: 041 360 4021; Rayvans Auto Service (Caltex) 361 Cape Rd, **Newton Park** (Cnr Cape & William Moffat Rd) - Tel: 041 364 3576; FFS Refiners, 61 Paterson Rd, **North End** - Tel: 082 321 7267; J.D Service Centre & Engine Rebuilders (Shell Garage), 128 Commercial Rd, **Sidwell** - Tel: 041 451 1178.

BURGERSFORT – 3 Industrial Rd, **Burgersfort**.

MIDDELBURG – 10 Celcius Str, **Middelburg Industrial Area**.

RUSTENBERG – 9 Cootzer Str, **Rustenberg**.

WEENEN – Andries Pretorius Str, **Weenen**.

NELSPRUIT – Farm Kia-Ora, **Karino**.

Richards Bay – FFS Refiners, **Harbour Tank Farm**.



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Use Your Sumpy....



Approved Processors

Oil Separation Solutions Sales & Services (Pty) Ltd	Germiston	(011) 824 7580
BME	Delmas	(013) 665 1860
PPC Lime Limited	Limeacres	(053) 385 8203
The Old Oil Man	Krugersdorp	(011) 762 2559
FFS Refiners (Pty) Ltd	Durban	(031) 465 1466
FFS Refiners (Pty) Ltd	Pietermaritzburg	(033) 398 1651
FFS Refiners (Pty) Ltd	Cape Town	(021) 557 4529
FFS Refiners (Pty) Ltd	Johannesburg	(011) 976 2198
Green Mamba Oil Refinery	Centurion	(012) 661 9888
Kudu Oils	Nelspruit	(013) 751 2362
Enfields Chemicals CC	Durban	(031) 702 9778
Gecco Fuels	Cape Town	(021) 371 6777

Approved Storage Facilities

Oil Separation Solutions Sales & Services (Pty) Ltd	Burgersfort	(013) 231 8492
Oil Separation Solutions Sales & Services (Pty) Ltd	Rustenburg	(014) 592 6001
Oil Separation Solutions Sales & Services (Pty) Ltd	Middelburg	(013) 246 2033
Oil Separation Solutions Sales & Services (Pty) Ltd	Mossel Bay	082 651 6228
Oil Recovery Services	Weenen, KZN	082 801 4472
Kia-Ora Oils	Nelspruit	082 554 1687
FFS Refiners (Pty) Ltd	Richards Bay	(035) 788 0130
FFS Refiners (Pty) Ltd	Port Elizabeth	(041) 484 1536
FFS Refiners (Pty) Ltd	Durban	(031) 902 8560
FFS Refiners (Pty) Ltd	Cape Town	(021) 982 5267

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