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## FOR IMMEDIATE RELEASE

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### **RRFB Nova Scotia Selects Lafarge Canada to Collect and Process Used Tires**

**January 26, 2007 -- Truro, Nova Scotia --** RRFB Nova Scotia has selected Lafarge Canada and its partner Systech Environmental to collect and process the over 900,000 scrap tires generated in the province each year.

Lafarge will use the scrap tires as an alternate fuel source at its cement kiln in Brookfield, NS. Sixty percent of the total tires collected from across the province will be used in the Brookfield facility; the remaining tires will be transported to a Lafarge cement kiln in Quebec to be used as fuel. Lafarge Canada will be responsible for all collection, transport and processing of Nova Scotia's used tires for the next five years.

"Using scrap tires as an alternate fuel source provides an environmentally sustainable and responsible way to transform used tires from a waste into a resource," said Bill Ring, CEO of RRFB Nova Scotia. "Recovering the energy from scrap tires will reduce Lafarge's use of coal as a primary fuel, and cut down on greenhouse gas emissions. When you consider the big picture, using tires as a fuel supplement in cement kilns is an environmentally sound process that will result in net benefits to the people of Nova Scotia."

RRFB Nova Scotia will soon begin finalizing contract details with Lafarge Canada. Further, Lafarge Canada will be required to secure any necessary approvals from the Nova Scotia Department of Environment and Labour before it can proceed to use scrap tires as alternate fuel at its Brookfield facility. The Brookfield facility must also undergo physical upgrades to ensure the reliable and consistent feeding of tires to the kiln. In the interim, RRFB Nova Scotia will continue to collect scrap tires throughout the province from tire retailers and other sources, and transport them to approved facilities.

The use of tire-derived fuel in cement kilns is a well-established and widely accepted practice in North America, Europe and Japan. According to the U.S. Environmental Protection Agency, with the proper controls in place, the use of tire-derived fuel in cement kilns does not create added harmful air emissions or by-products. Tire-derived fuel also reduces the use of coal as a fuel source in cement kilns, thereby cutting emissions that contribute to global warming and creating less reliance on burning non-renewable fossil fuels.

As part of its due diligence in evaluating Lafarge Canada's proposal, RRFB Nova Scotia commissioned an independent scientific report to assess the potential air quality impacts of using scrap tires as a fuel supplement at the Brookfield cement facility. The report, conducted by environmental consulting firm Conestoga-Rovers and Associates, found that "the use of TDF (tire-derived fuel) in the Brookfield kiln will not have an adverse effect on ambient air quality and will provide many environmental and community benefits." These benefits include the reduction in the use of fossil fuels; energy cost savings for cement kiln operations; more efficient tire transport; and safer storage and disposal of large quantities of scrap tires.

The Conestoga-Rovers and Associates (CRA) report was peer-reviewed by GlobalTox Consultants International, which specializes in human and environmental toxicology. The GlobalTox report states that based on their review of the CRA report, "the inclusion of waste tires in the Lafarge Brookfield, NS plant's fuel will have a negligible impact on air quality locally. This, in turn, leads GLOBALTOX to expect that the proposed change in fuel will have no discernible effect on the health of residents in the vicinity of the facility."

"RRFB Nova Scotia's mission is to provide maximum environmental and economic benefits to Nova Scotians. Our decision to use scrap tires as an alternate fuel source is based on solid science and proven technology," said Ring. "Nova Scotia is considered a world leader in solid waste-management practices. We believe this Nova Scotia-based approach to managing used tires is consistent with our mission and our well-earned reputation for transforming solid waste into viable solutions."

Of the three tire-processing proposals short-listed by RRFB Nova Scotia, the Lafarge Canada proposal ranked highest on environmental, social and economic impacts. The other two short-listed bidders were: Atlantic Tire Processing - comprised of Quebec-based Animat Inc. and its bid partner Ontario Tire Recovery Inc.; and, Quebec-based Royal Mat Inc. and its Nova Scotia bid partner DD Transport.

RRFB Nova Scotia funds and manages a wide range of programs that have far-reaching economic and environmental spin-offs throughout Nova Scotia. These include municipal composting and recycling programs, education and awareness, environmental stewardship, and value-added initiatives. These initiatives create employment, reduce solid waste - and ultimately provide a healthier environment for Nova Scotia.

Additional information about RRFB Nova Scotia's announcement on its used-tire management program is available at [www.rafb.com](http://www.rafb.com)

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