



This speech was delivered by Wendy Neu to the Empire State Chapter of ISRI on November 28, 2001.

I was asked to speak to you this evening about our company's participation and involvement in the World Trade Center tragedy and I will try to do that. However, it is impossible to understand the enormity of the task and fully appreciate what has been accomplished without first describing the personal impact this event had on our people.

September 11th started out like any other day. The first discussions in our office usually focus on the numerous foreign inquiries and where the market is moving. One phone call however, interrupted that discussion and I don't believe we ever concluded it. Our office has a direct view of the WTC and **we** had a direct view of the first tower burning. It seemed only minutes but was actually much longer that we watched in horror as the second tower was hit. Our worst fears had been realized. Meanwhile, at our Hugo Neu Schnitzer plant in Jersey City located on the Claremont Channel, less than a mile from the WTC, our employees also witnessed this same horror. They, like us felt an enormous sense of helplessness. However, in the days and months ahead they would be asked to work **above and beyond** their duty to assist in the massive cleanup and handling of material, literally around the clock. Their pride and need to do something enabled **us** to do a job, we would **never** have thought possible.

As the largest steel scrap recycling company in the NY metropolitan region and as a result of our preexisting metal contract with the NY department of Sanitation, HNSE participated in the WTC recovery from the outset, as an industry resource to Federal, state, and local agencies such as the NY DOS, FEMA, NJ DEP, NY DEC, Port Authority, Army Corps of Engineers, (you get the idea,...and this is just to name a few). In the immediate aftermath of the tragedy when recover efforts were focused on finding survivors, there was much discussion amongst both the federal and state regulatory agencies about the possible dumping of 1.3 million tons of debris and scrap in the ocean.

Only after HNSE, Metal Management and ISRI came forward was their serious consideration given to recycling all of the steel and metal scrap. However, there were serious problems to overcome. The most critical was removing the estimated 300,000 tons of steel and over 1 million tons of debris from Ground Zero in the quickest manner without hampering rescue and recovery efforts. Amazingly, within 48 hours of September 11th the city had started removing material from Ground Zero and by the 14th, 3 days later; over 10,000 tons of debris and scrap had been moved to Fresh Kills Landfill. Shortly thereafter, the rate increased to 7,000 tons per day to the Fresh Kills Landfill. This involved 6-700 truckloads a day leaving Ground Zero. Some by truck thru the Battery Tunnel and over the Verrazano Bridge and the balance by truck transferred to barges on the Fresh Kills Landfill.

For those of you that are not familiar, Fresh Kills Landfill is a mountain of garbage and debris, one of the highest in NY State, on 3000 acres, dumped by the city of NY over the last 50 years and officially closed January 1, 2001. Within 24 hours of the WTC attach the landfill was reopened and used as an open-air forensic crime scene for the material from Ground Zero.

On September 21st, HNSE agreed under our preexisting contract with the Department of Sanitation to take on the task of recycling all the steel and mixed scrap at the landfill, we finally got a chance to see for ourselves what had already been shipped there from Ground Zero. What we saw has never before been seen and hopefully will never again. Over 35,000 tons of steel beams from the WTC towers were stacked in remarkably neat rows, approximately 20 feet high. Many of the beams were twisted and distorted as though made of rubber or wax. Some

beams were over 6" thick and bent like pretzels. Structural engineers, who are experts in steel structures that have suffered earthquakes and explosions claimed to have seen nothing like this before and could not imagine the kind of pressure and heat required to do this kind of damage. Unfortunately, the beams were only the beginning. On the top of the landfill covering about 20 acres, local law enforcement had set up a makeshift forensic recovery operation where every bucketful of debris from Ground Zero was sorted by hand. Within the next 30 days they would be processing this material with conveyors and finger screens to separate fine dirt, steel, and concrete but **still** spreading everything out and inspecting every pound of material.

Within 24 hours of visiting Fresh Kills for the first time we mobilized the first of what was soon to be an army of people and equipment at that site. By the 23rd of September, 2 days later, we were moving cut up steel beams from the landfill. Initially, we started with a Komatsu 650, and a Le Bounty 175 shear, which we moved from a tank demolition job in Brooklyn. Within a few days we started an (8) man burning crew and on the 27th of September we went to a (13) man crew. In addition, we set up burning stations, decontamination showers, an office trailer, generator, water tanks, and a water truck for dust suppression. To assist in supervising and to ensure strict compliance with OSHA i.e. making sure respirators were properly used, showers taken, clothes changed etc, as well as to collect air samples, blood samples, and test for asbestos on the steel beams, we employed a safety organization. To service the site we mobilized an additional 3 mobile shears, an MSD 100, MSD 175, and MSD 200 right out of the factory. All mounted on Komatsu excavators (2) 650's and (1) 750, plus three Komatsus, two with grapples and one with a magnet. At any one time we may have as many as 15 subcontractor haulers moving an average of 150 truck loads per day of both prepared and unprepared material to our facility in Claremont, Jersey City.

By October 8th we also started shipping the mixed unprepared scrap as well. We averaged 16-1900 tons per day, about 400 tons of steel beams and up to 1200 tons of unprepared mixed scrap to our Claremont facility. The mixed scrap is a combination of broken steel beams, light iron, rebar, nonferrous metal from innumerable sources and everything metallic that you might find in a 100 story building. Because it is such a mixed package and there is no segregation at the landfill, 75 percent of the material must be sheared and less than 25 percent is shreddable. As you can imagine our main task at the landfill is to minimize the amount of debris, concrete and dirt that is mixed in with the scrap. We learned early on that the mindset of a landfill operator is very different from our own. After several visits to the landfill we observed that once the mixed scrap was examined forensically the inclination was to just bury it. At least several thousand tons, perhaps up to 10,000 tons was buried before we were able to convince the operators that this was not waste and should be set aside.

We expect to complete burning operations at the landfill mid to late December when we will have prepared and shipped the original **35,000** tons plus of steel beams that was shipped there prior to October 1. In late September, a system was established to market the steel beams thru an RFP in (2) 25,000-ton lots. On the 22nd of September the first contracts were awarded to Metal Management and HNSE for 25,000 tons each, to be shipped within a 30-day period in 400-1000 ton barge loads directly from Ground Zero. The first barges started arriving at our Claremont facility on September 24th and we completed the contract on November 7th. Subsequent to the earlier bid **another** 60,000 tons was auctioned in (3) 20,000-ton lots in October. Metal Management was awarded 2 of the lots with Blandford Land Clearing awarded the remaining lot.

Discharging of the barges that were arriving continuously at our Claremont facility became a 24-hour 6-day a week operation employing every piece of equipment we had. Initially, we started with a Hitachi 1100 with a 5 yard grapple, but the lack of pivot and the weight of the beams, (many weighing in excess of 30 tons apiece) was unworkable and we were forced to use an American cable crane 999 and sling the heavier pieces, as well as CAT 350 material handler to discharge the lighter beams. Once discharged, the beams had to be transported thru the yard to a separate site of about 7 acres for staging and preparation, similar to the one at the landfill. We prepared the area by laying down millings (ground up asphalt) and stone to make a solid working surface. We also employed a contractor with 22 burners from Louisiana along with 2 cranes and grapples. The same safety protocol is in place at Claremont including constant monitoring and testing.

Simultaneously to discharging barges we also would receive upwards of 150 trucks per day of unprepared scrap from the landfill, resulting in our operating scale 24-hours per day 6-days per week and 8-hours on Sunday. In order to keep the materials moving we also operated two shears, a 900 and a 1200-ton stationary, our 6000 HP shredder and a large Harris Baler during those same hours. It should be mentioned that along with unannounced visits from OSHA and other regulatory agencies, we have had a representative from the NY Department of Sanitation at our scale around the clock, inspecting and monitoring every truck scale ticket and draft weight on each barge received.

Finally, on September 11th the NY/NJ port was shut down for approximately 10 days, an unprecedented action resulting in our having to load ships in other ports. Since recommencing we have loaded eight ships for export, a total of **250,000** tons.

In conclusion, the flow of scrap from Ground Zero has slowed down in the last few weeks and we look forward to reducing our operating hours from 24 to 20 hours per day. Both John and I have been very proud of our people during this very difficult and demanding time. The sacrifice they made especially in regards to lost time with their families can never be replaced. I am lucky to have Joe Payesko, our commercial and operations manager here with me tonight. He has primarily been responsible for the Fresh Kills site, in addition to all of his regular responsibilities. Without him we would never have gotten this far. I would like to thank him and many others at HNSE for their dedication and hard work.

Thank you.