

**BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION**

In the Matter of Determining the Proper)	DOCKET NO. TG-072226
Carrier Classification of)	
)	
GLACIER RECYCLE, LLC;)	DECLARATION OF LARRY
HUNGRY BUZZARD RECOVERY, LLC;)	FULCHER
AND T&T RECOVERY, INC.)	
.....)	

Larry Fulcher declares:

1. I am employed by the Weyerhaeuser Company as the Material Recovery Facility and Landfill Manager, Longview Region Services. My work address is 3434 South Silver Lake Road, Castle Rock, Washington. My telephone number is (360) 578-4435. I am over the age of 18, am competent to testify to the matters set forth below, and I have personal knowledge of those matters.

2. I manage Weyerhaeuser's Limited Purpose Landfill (landfill) and Material Recovery Facility (MRF) in Cowlitz County, Washington, encompassing areas in both Longview and Castle Rock. Weyerhaeuser has a Solid Waste Handling Operating Permit from Cowlitz County that authorizes it to operate the landfill. A true and correct copy of that document is attached as Exhibit A to this declaration.

3. The landfill I manage is located near Castle Rock, Washington, on Weyerhaeuser-owned land adjoining a Weyerhaeuser-owned rail line that connects with the company's plant in Longview. The purpose of the landfill is to dispose of industrial waste generated by Weyerhaeuser's own industrial pulp and paper operations, although we also accept

acceptable waste from other generators which includes construction and demolition debris, contaminated soils, and other industrial wastes.

4. The MRF I manage is located at 3401 Industrial Way in Longview, Washington, near the company's pulp and paper mill.

5. The vast majority of the material that goes into our landfill (98 percent) is first delivered to the MRF. After sorting, we load the majority of materials onto rail cars and transport it by rail to the landfill. We rarely transport waste to the landfill by truck. Most often it will be due to an extended rail outage. On the rare occasion, a truck may be routed directly to the landfill for disposal. Our solid waste permit allows up to 90 trucks per week but choose not to routinely utilize this option due to the long grade on public roads the trucks must climb to get to the landfill.

6. Of the material we receive at the MRF, 78 percent (by weight) is generated by, and delivered by, Weyerhaeuser directly as a result of its industrial operations in locations throughout Western Washington and Oregon. However, 14 percent is delivered to the MRF by independent haulers and 8 percent is delivered by third parties and self-haulers.

7. When I say "independent haulers," I mean haulers who place drop boxes at a customer's site to collect discarded materials. The customer may be a construction and demolition company that will generate debris by virtue of its demolition or construction project. We call this debris "structural material." The customer discards materials into the drop box. The independent hauler picks up the full drop box and hauls it to the MRF in Longview. "Third parties and self-haulers," includes both industrial non-

Weyerhaeuser customers and demolition contractors who either haul their own materials or sub-contract out to another hauler.

8. We charge the independent haulers, third parties and self-haulers a fee for accepting their materials at the MRF. We call this a "tipping fee" because we tip the contents of their trucks onto a portion of our 20-acre asphalt yard at the MRF. The tipping fee varies between \$25 and \$50 per ton, depending on the type and volume of material discarded and Weyerhaeuser's operational need for the material. The average tipping fee is \$35 per ton.

9. To understand the importance of the construction, demolition and other debris we accept from independent haulers, third parties and self-haulers, it will be useful to know how our MRF and landfill operate. When we receive a load at the landfill we tip the material into the active landfill cell. We use a bulldozer to spread and mix the material into thin layers to form slopes. The Cowlitz County operating permit, Exhibit A, at part 10.3(b) contains the requirements for landfill slopes. The permit does not set requirements for how we will achieve proper slopes or what materials we may use to do so.

10. The key to receiving and spreading materials at the landfill is to obtain the proper mix of materials that allows optimal compaction and adequate drainage. Achieving the correct balance of compaction and drainage becomes more difficult without the structural materials we receive from independent haulers, third parties and self-haulers.

11. Compaction is important because the biggest asset in a landfill is the airspace. We want to put as much material into as little space as possible. However, over-

compacted landfill material, while conserving more space, will not allow the landfill to drain.

12. Mixing materials is what provides the balance between compaction and drainage. This is what makes it a stable landfill and explains our need for the structural material supplied by independent, third parties and self-haulers. We mix the structural material with the materials generated and hauled in by Weyerhaeuser, which are generally wet and not free draining in nature, to achieve the proper balance of compaction and drainage in the landfill.

13. The two true and correct copies of letters written by our landfill design engineer, which explain our need for structural materials and encouraging us to do so, are attached as Exhibit B to this declaration.

14. When a customer delivers a load to the MRF, we weigh the load. The customer then tips it onto a portion of our 20-acre asphalt yard. We pick through the material using an excavator to remove any large pieces of obviously recyclable materials. These include clean wood, metal, film plastics, carpet padding, and corrugated cardboard. Recyclable materials are placed in drop boxes or separate storage areas for later transp to processors or end users. In 2006 , all materials either generated on this plant site with the potential to be delivered to the MRF for disposal or delivered to the MRF for disposal, 43% by weight, were diverted from the landfill for recycling, reuse, or beneficial application. These materials can include mixed waste paper, film plastics, carpet padding, asphalt, concrete, metal, sort yard debris, wood converted to hog fuel, filtered lime mud, and deink rejects.

15. Our personnel stockpile the residual structural materials separately from the industrial waste piles. As our personnel load containers for the train, they alternate scoops of industrial waste and structural residuals to help pre-mix the loads for delivery to the landfill. In some situations, we pre-mix wet industrial waste with structural residuals to stack and dewater the wastes before loading containers and delivering the waste to the landfill.

16. The industrial waste and structural residuals are further mixed at the landfill as the loads are tipped and laid out in thin layers and compacted with a bulldozer.

17. Essentially, all of the material received from independent haulers, third parties and self-haulers is material that has a beneficial structure for the landfill.

18. We transport nearly all of the mixed industrial waste and structural residual material from the MRF to the landfill by train. A very small percentage is carried by truck.

19. During 2007, independent haulers delivering structural material to the Longview facility included Hungry Buzzard, T&T Recovery, Democon (estimate Sept. 07), and Glacier Recycle (estimate Sept. 07). During 2007 each of these haulers delivered the following amounts of material to the MRF:

Hungry Buzzard	11689 tons
T&T Recovery	3258 tons
Democon Container Services	13772 tons
Glacier Recycle	5052 tons

I declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

Dated: 3-25-08 at Langview, Washington.


LARRY FULCHER