

HARBORVIEW RECYCLING LLC

Bermuda Tire Recycling & Road-Use Action Package

Prepared from current Bermuda field notes, benchmark notes, and Arnel contact findings

Purpose

Convert the current Bermuda tire-disposal gap into a structured Harborview Recycling opportunity: tire collection, controlled processing, possible shredding/crumb rubber, and a government-supported road-material pilot.

1. Executive Summary

Bermuda appears to have a clear scrap-tire problem and a practical opening for Harborview Recycling. Current notes indicate tires are accepted through the Airport Waste Management Facility, are separated from other waste, and are reportedly filled with cement for landfill use rather than shredded, recycled, exported, or converted into productive material. The notes also indicate approximately 44,000 scrap tires per year and limited dump space, including fire-related storage concerns.

The opportunity is to position Harborview as the private operator that can reduce tire stockpile risk, create a cleaner disposal path, and support a pilot for rubberized asphalt, road base, or other recycled-rubber products. The near-term goal is not to overpromise a full plant immediately; the correct next step is to secure official confirmation, site access, letters of interest, and a pilot pathway.

2. Current Verified / Field-Reported Facts

- Current tire volume reported in notes: approximately 44,000 tires per year.
- Airport Waste Management Facility / Airport Dump appears to be the central tire intake point for Bermuda.
- Reported current method: tires are sorted, moved to a separate area, filled with cement, and used for landfill; no active shredding, exporting, or recycling was identified in the field notes.
- Reported commercial vehicle charge: generally \$35 per truck load, with no separate tire handling fee identified in the notes; scale status should be confirmed.
- All licensed truckers may move tires, and trucker pricing varies by truck, helpers, and route.
- Tire stockpile / storage appears to be a concern due to limited dump space and fire-risk relocation needs.
- Road specifications and asphalt/material acceptance appear to route through Works & Engineering, with Curtis Charles identified as a key roads/materials contact.

3. Harborview Positioning

Core pitch

Harborview Recycling can offer Bermuda a controlled private-sector tire-management solution that reduces landfill use, lowers fire/stockpile risk, creates reusable rubber feedstock, and supports a measured road-material pilot.

Recommended service model

1. Phase 1 - Collection and intake control: register tire sources, document monthly volume, collect or coordinate pickup, and keep auditable manifests.

2. Phase 2 - Sorting and preprocessing: separate passenger, truck, equipment, and specialty tires; remove contaminants where necessary.
3. Phase 3 - Shredding / size reduction pilot: demonstrate safer storage and measurable volume reduction before committing to full crumb-rubber production.
4. Phase 4 - Road-use or material-use pilot: test tire-derived material in rubberized asphalt, road base, drainage material, safety surfacing, mats, fenders, or other approved uses.
5. Phase 5 - Long-term contract: propose a government-supported private operation, including tipping fee, collection contract, site access, and end-market development.

4. Key Contacts and Action Table

Area	Name	Role	Email	Phone	Harborview Ask
Waste Management / Works & Engineering	Mark D. Husdan	Solid Waste Manager	mdhusdan@gov.bm	Mobile 501-3060; Work (441) 278-0560	Confirm policy, tire numbers, private proposal path, RFP/tender requirements.
Airport Dump / AWMF	Charlita M. Richardson	Depot Foreman / Manager of Airport Dump	richardson@gov.bm	Work 882-5015; Cell 501-3022	Request inspection, confirm tire process, fees, storage constraints, and pilot openness.
Works & Engineering Sites	Christopher A. Williamson	Sites Management Officer	cawilliams@gov.bm	Work 292-7454; Cell 501-3086	Confirm facility operations, site constraints, storage area, and contractor involvement.
Airport Dump field contact	Michael S. Easton	Skilled Labourer	mseaston@gov.bm	Work 294-9130	Verify field observations through management before quoting externally.
Roads / Highways	Curtis Charles	Road maintenance / materials contact	ccharles@gov.bm	501-3036 or 444-1528	Confirm asphalt/material specifications and pilot approval path.
Highways Engineering	Tina Searle	Acting Principal Highways Engineer	tnsearte@gov.bm per notes	Work 882-1003; Home 246-8482 per notes	Verify current spelling, role, and government contact protocol before official outreach.

Note: Contact information should be re-verified before formal submission or public circulation. Use government office channels first.

5. Immediate Questions Harborview Must Get Answered

- Will Waste Management accept a private tire-recycling proposal without a formal RFP?
- Is there an existing RFP/tender process for waste, tire handling, recycling, landfill reduction, road repair, or asphalt materials?
- Can Harborview inspect the tire area and receive written confirmation of current tire volume and disposal method?
- Would government consider a small controlled pilot using recycled tire rubber in asphalt, road base, or non-road civil material?

- Who has final authority over road-material specifications and pilot approval?
- Would government provide land, facility access, tipping fees, grant support, or a letter of support?
- What permits are required for collection, storage, shredding, crumb-rubber production, export, fire safety, and environmental approvals?
- Which tire dealers, garages, fleets, and truckers would sign a letter of interest with Harborview?

6. Proposed Bermuda Pilot

Pilot objective

Demonstrate that Harborview can reduce scrap-tire storage burden and create an approved tire-derived material pathway without creating new environmental or fire-safety risk.

Pilot scope

- Collect a controlled batch of scrap tires from selected tire dealers or AWMF intake.
- Document tire count, source, type, handling chain, and weight where possible.
- Process the tires through a small-scale shredding or preprocessing demonstration if equipment and permits allow.
- Deliver sample material specifications to Works & Engineering for review.
- Test one approved use case: road base, asphalt blend, drainage layer, safety surfacing, or another government-approved application.
- Prepare a performance and cost report for government and private stakeholders.

Pilot success criteria

- Reduced tire storage volume.
- Documented diversion from cement-filled landfill use.
- No uncontrolled emissions, runoff, or fire-safety issue.
- Government confirmation that the material pathway is acceptable or worth expanded testing.
- Letters of interest from tire generators and at least one road/material user.

7. Private-Sector Targets

Tire generators

- Bermuda Tires & Batteries / TBA.
- Car dealerships and fleet maintenance shops.
- Truck service companies and construction equipment shops.
- Bus, ferry, government fleet, taxi, motorcycle, and scooter operators.
- Licensed truckers currently hauling tires.

Questions for each private tire source

- How many scrap tires per month by type?
- Who picks them up now and what is the total cost?
- Where do the tires go after pickup?
- Would they sign a collection agreement or letter of interest?
- Would they pay Harborview if the cost is equal/lower and the process is cleaner?
- Can they separate tires by type and keep basic monthly records?

8. Documents to Request

- Commercial waste fee schedule and tire-specific disposal rules, if any.

- AWMF intake rules and any facility fee schedule.
- Waste-hauler licensing rules.
- Environmental permitting requirements for tire storage, shredding, processing, and export.
- Fire-safety requirements for tire storage and processing.
- Road paving and asphalt material specifications.
- Procurement rules for pilot projects, trials, government contracts, and RFPs.
- Any public waste-volume reports, tire reports, facility reports, or waste contracts.
- Any active or planned tenders involving waste, recycling, roads, asphalt, landfill, or environmental infrastructure.

9. Outreach Script for Government

Subject: Request for Meeting - Bermuda Scrap Tire Recycling and Road-Material Pilot

Dear [Name],

Harborview Recycling LLC is evaluating a Bermuda scrap-tire management and recycling project. We understand that used tires are currently accepted through the Airport Waste Management Facility, and we would like to discuss whether a private-sector recycling solution could help reduce tire stockpiles, landfill use, and long-term disposal pressure.

We are specifically seeking a short meeting to confirm current tire volume, current disposal method, required permits, and whether Bermuda would consider a controlled pilot involving tire shredding, crumb rubber, road base, or rubberized asphalt material.

Our immediate goal is fact-finding and compliance. We are not asking the Ministry to commit to a full project before technical, permitting, and procurement requirements are confirmed.

Respectfully,

Frederick J. Hentschel III

Harborview Recycling LLC

[phone]

[email]

10. Letter of Interest Template - Tire Dealer / Garage

To: Harborview Recycling LLC

Re: Letter of Interest - Used Tire Collection and Recycling

[Company Name] is interested in discussing a used-tire collection and recycling arrangement with Harborview Recycling LLC, subject to pricing, permitting, service reliability, and compliance with Bermuda law and government waste-management requirements.

Our approximate used-tire volume is: [number] tires per month.

Current pickup/disposal method: [current method].

Current approximate cost: [cost].

This letter is non-binding and is intended only to confirm interest in reviewing a cleaner and potentially lower-cost tire disposal or recycling solution.

Signed: _____

Name / Title: _____

Company: _____

Date: _____

11. Risk Controls

- Do not claim government approval until written confirmation is obtained.
- Do not quote field statements as official policy until confirmed by management.
- Verify all emails, titles, and phone numbers before formal circulation.
- Do not begin collection, storage, shredding, export, or road-material use without permit review.
- Treat tire storage as a fire-safety issue from day one.
- Use manifests for every tire source and load.
- Keep pilot scope narrow and measurable.
- Separate project development, permitting, hauling, and processing obligations in any contract.

12. 30-Day Action Plan

Timing	Action	Output
Week 1	Confirm contacts and request meetings	Waste Management, AWMF, Works & Engineering, Roads/Highways.
Week 1	Prepare one-page Harborview concept brief	Use current facts, avoid unverified claims, request site visit.
Week 2	Facility inspection / data confirmation	Confirm tire volume, stockpile, method, fee schedule, site constraints.
Week 2	Private tire-source survey	Top tire dealers, fleets, truckers, garages; get monthly volumes and costs.
Week 3	Permitting path review	Waste, environmental, fire, zoning, transport, export, processing.
Week 3	Road-use technical path	Meet Curtis Charles / roads contact;

		request specs and pilot approval path.
Week 4	Letters of interest	Secure tire-source LOIs and one government meeting memo or support letter.
Week 4	Pilot proposal	Submit controlled pilot scope, budget assumptions, responsibilities, and success criteria.

13. Bottom Line

The strongest fact in the package is the reported 44,000 tires per year with no current recycling or shredding pathway. Harborview should use that as the central business-development hook, but the next move must be disciplined: confirm the facts in writing, obtain site access, secure tire-source interest, identify the permitting route, and ask Works & Engineering for a limited road-material pilot path.