

Good morning, first of all I would like to thank you for representing our great state of Maine and thank you for allowing me to testify in here today on LD 401.

I would like to begin by introducing myself. I am Barry Staples, owner of Staples Trucking Inc, a small trucking company based in Turner Maine. I started my business about 30 years ago as an owner-operator. My wife and I now operate our business from our home and currently have 14 trucks and trailers operating. We specialize in live floor work and haul recycled steel, construction demo, residuals from recycling plants, residual paper chips, bark and sawdust from sawmills, bark mulch, biomass, wood pellets etc.

I would like to educate our representatives and proponents of this bill on how things operate from a trucker's perspective. Let's start with article 4. I assume that "construction and demolition debris, which are used for daily cover" is talking about fines that are hauled from Reenergy to Juniper Ridge. When we arrive at the landfill we drive up a road that is built from gravel to support the trucks. We then drive out onto the landfill to a designated area to unload. Let's assume this bill passes and the fines are no longer coming to juniper Ridge. (By the way, the state of Maine receives fees for those fines that are hauled to the landfill). The operators use these fines to build us mini roads out onto the landfill so we can drive on it. Without these fines Juniper ridge will not be able to operate as it has been for the last 12 years that I have been hauling there. We cannot drive out onto a landfill containing OBW, MSW, ash and sludge without fines.

One such example is: A few years ago one of my trucks drove onto the landfill where there wasn't adequate fines. A mattress got caught in the drive shaft and pulled all the wires and airlines from under the truck. This caused 1½ days of downtime and \$3,000 to repair. Without fines to drive on we will have to dump on the edge of the landfill and the operators will have to push everything across, which will increase the cost to the state. The only other option is for the landfill to procure dirt or something for cover in order for us to continue to drive on the landfill. Wouldn't it make more sense to use residuals from a recycling facility that the state is receiving revenue for rather than add fill or dirt unnecessarily?

Secondly, I would like to address the objectives of this bill. The bill states: "to promote recycling and preserve the landfill capacity." If this bill passes it could shut down a recycling facility and result in devastating losses to my company and the families relying on me and tax revenue to the state of Maine. How is shutting down a recycling facility going to promote recycling? It will do the exact opposite. All of the wood that is recycled from Reenergy used to produce electricity, all the ferrous and non-ferrous metals and the block and brick will end up not being recycled, but rather put in a landfill elsewhere. What a waste!

As far as landfill capacity I understand every landfill is finite, but in my opinion the proper thing to do is not close down recycling facilities and eliminate jobs, but to have plans for another landfill in the works long before Juniper Ridge is full. After all, as I pointed out, recycling facilities and trash to energy plants need landfills to dispose of residuals and landfills need recycling facilities to provide cover to operate.

In closing, if this bill passes the results would be devastating. It is a recycling killer, a small business killer, a job killer and a tax revenue killer for the state of Maine. I also believe it would increase the cost of running Juniper Ridge. I urge you to please not pass LD 401 in any form.

Sincerely:

A handwritten signature in cursive script that reads "Barry Staples".

Barry Staples, President  
Staples Trucking, Inc.