

(S.B. 1275)
(Conference)

(No. 21)

(Approved January 6, 2000)

AN ACT

To amend Sections 2 to 4, renumber Section 11 as 10, amend and renumber Sections 12 and 13 as 11 and 12 respectively, add a new Section 13 and amend Sections 17 to 19 of Act No. 171 of August 31, 1996 known as the Tire Management Act, in order to add definitions pertaining to the recycling of tires, clarify the statement of public policy; authorize the Environmental Quality Board to require bonds from processors, recyclers and exporters of tires; provide it with mechanisms to ensure compliance of the permits it issues; authorize the Solid Waste Management Authority to fix rates for the transportation, processing and recycling of Tires; require it to notify the agencies of the Government of Puerto Rico of the products manufactured from recycled tires so that they may receive preference in purchasing, clarify the circumstances by which the municipalities can approve ordinances to regulate the collection and management of tires, and establish programs for the cleaning of clandestine tire dumps, prohibit the approval of ordinances that grant exclusivity to warehousemen, transporters, processors, recyclers and exporters of tires; clarify the circumstances whereby the Environmental Quality Board may grant waivers to carriers, processors and recyclers of tires for storing more tires than the limit allowed by law; require every processor, recycler and exporter to accept the load of discarded tires from transporters holding permits and declarations; prohibit of contracts between carriers, warehousemen, recyclers, processors or exporters of tires; require a marketing plan from processors and recyclers of tires; prohibit exclusive contracts between processors, recyclers and municipalities; clarify the circumstances by which the Environmental Quality Board can revoke the permits of processors and recyclers permit and attack the bonds; regulate tire recycling facilities, clarify the fees to be paid for managed, processed and recycled tires separately; propitiate the

creation of markets for recycled tires by modifying the specification of the agencies of the Government of Puerto Rico; and emphasize the right of individuals to file complaint for any violation of this Act.

STATEMENT OF MOTIVES

The management and disposal of discarded motor vehicle tires in Puerto Rico simultaneously represents one of the greatest challenges and opportunities for our infrastructure and the urban development of our country.

The inadequate infrastructure for the management of discarded tires causes the proliferation of clandestine tire dumps, that are a serious urban public health risk since they become breeding grounds of insects and other pests that are carriers of illnesses that affect human beings, such as dengue fever. These dumps also affect the aesthetics of our city streets that are an important part of our urban infrastructure. The management of discarded tires can cause another problem since their inadequate processing and warehousing represent an imminent fire risk. Should a fire start in an inadequately operated processing facility, it would cause serious and immediate damages to neighboring industries and communities thus affecting the health and welfare of the People of Puerto Rico.

The challenge of adequate managing and disposal of this product has the potential of creating a totally-new industrial base by fostering new jobs, and the manufacturing infrastructure needed for the economic development of Puerto Rico.

Act No. 171 of August 31, 1996, known as the Tire Management Act, was approved to address these challenges. The same declared as a public policy, the development of adequate management and disposal methods, of

discarded tires, thus promoting their recycling and the development of markets to solve the problem of inadequate disposal thereof.

After almost two (2) years of its enactment, Act No. 171 has been successful in two of its main purposes: detaining the proliferation of clandestine dumps of discarded tires; channeling discarded tires to management and processing facilities. However, said Act has been unsuccessful in promoting the recycling of the tires since the process ends in the management and processing stage and does not reach the recycling stage. The latter statements are part of the findings of the investigation carried out by the Urban Affairs and Infrastructure Committee of the Senate which was authorized by Senate Resolution No. 29. Partial findings of said investigation show that recycling of discarded tires has not taken off because Act No. 171 gives processing the same treatment as recycling. Furthermore, the Government has not enabled the creation of markets for products manufactured with raw materials made from recycled tires.

This Legislature deems it is necessary to amend Act No. 171 of August 31, 1996, known as the Tire Management Act, in order to give a different and preferential treatment to recycling as opposed to processing, to ensure that the Government of Puerto Rico will aggressively promote the creation of markets for products manufactured with recycled tires and make technical adjustments to the law to ensure the free competition of carriers, processors and recyclers.

BE IT ENACTED BY THE LEGISLATURE OF PUERTO RICO:

Section 1.—Sections two (2), three (3) and four (4) of Act No. 171 of August 31, 1996, are hereby amended to read as follows:

“Section 2.—Definitions.—

The following words and terms whenever used or referred to in this Act, shall have the meaning stated below, except where the context clearly indicates otherwise:

- a. Tire Warehousemen.—...
- b. Authority.—...
- c. Crumb Rubber.—Crushed tire without metal content of less than a quarter (1/4”) inch. Usable as raw material for asphalt, rubber based end products, to surface children’s playgrounds, among others. This is the product obtained from the tire pulverization process.
- d. Tire Chips.—Processed tire chips measuring more than one quarter (1/4”). It may be used as Tire Derived Fuel; concrete additive in non-structural uses, and as raw material for Pulverized Rubber, among others. This product is obtained from the tire pulverization process.
- e. Tire Derived Fuel.—Whole tires or crushed rubber that is used because of its heat generating value in industrial combustion processes.
- f. Inter-municipal Agreements.—...
- g. Distributor.—...
- h. Tire Exporter.—
- i. Tire Recycling Fund.—
- j. Government of Puerto Rico.—Comprises the Commonwealth of Puerto Rico, its departments, agencies, instrumentalities and the municipal governments.
- k. Treasury.—...
- l. Tire Importer.—...

- m. Final Use Facility.—Tire-recycling facility, for use as an energy source or re-used to manufacture new products.
- n. Board.—...
- ñ. License.—...
- o. Manifest.—...
- p. Tire.—Tire or wheel inflatable with air or other substance that allows a vehicle to move. Includes wheels that may be solid, but are usually manufactured with a natural or synthetic rubber base and other combination of materials.
- q. Discarded Tire.—...
- r. Public Works.—Any construction, reconstruction, alteration, extension or improvement work, carried out by administration, private contract or awarded to a contractor by the Government of Puerto Rico.
- s. Person.—...
- t. Discarded Tires Processor.—The person authorized by the Environmental Quality Board and endorsed by the Authority that carries out the partial, physical or chemical transformation process of discarded tires matter through crushing or other means that does not constitute recycling. The processor must obtain the permit as generator of solid non-hazardous residues (DS2) from the Board. The discarded tire processor may operate as carrier and/or recycler of tires provided the requirements set forth in this Act and the applicable regulations are complied with.
- u. Tire Pulverization.—Process by which the tire is cut, crushed and converted into rubber powder with a size under one fourth of an inch as crushed rubber, and normally sized 'mesh 40' or less.

Usually is machinery used to pulverize tires separating its components into about 99% purity rubber, metals and fiber.

- v. Retreading.—...
- w. Discarded Tire Recycler.—...
- x. Discarded Tire Carrier.—Any person authorized by the Board to receive, pick up and/or transport discarded tires to the processing or recycling centers, according to specifications of the facilities. The municipalities may act as carriers, as long as they abide by the requisites established by the Board. The carriers must obtain the permit to transport non-hazardous solid waste (DS1) from the Board.
- y. Tire Crushing.—Process by which tires received by a movable or stationary plant, are crushed into uniform quarter inch pieces of over a quarter inch and smaller than 3". Crushed tires are stored for future use, usually for sanitary landfills, fuel for concrete kilns and electric power generating plants, as cushioning material, for non-structural use, and may be used as raw material for pulverized rubber.
- z. Non-structural Use.—Use of concrete that supports a structural load of less than three thousand (3,000) pounds of pressure per square inch, such as: sidewalks, curbs, graveyard niches and graves, retaining and architectural walls, flower-boxes, sound control and impact barriers, ground erosion control, boundary fences, construction of dikes for lagoons, low land fills, athletic tracks and courts, among others. In said uses, crushed rubber can be used instead of construction aggregates from the earth crust. The Solid Waste Management Authority and the Department of

Transportation and Public Works must endorse the nonstructural use of discarded tires.

- aa. Vehicle.—...
- bb. Motor Vehicle.—...
- cc. Tire Salesperson.—...

Section 3.—Statement of Public Policy.—

The public policy of the Government of the Commonwealth of Puerto Rico is to reduce the volume of the solid waste that is finally disposed of in the authorized solid waste disposal facilities, recycle it to end use, convert it into marketable raw material for the manufacture of other by-products and, lacking that, process them and see to the safety of citizens regarding to the use of tires on the roadways. As part of this policy a program shall be implemented to control the final disposal of tires in the authorized solid waste disposal facilities and the establishing of tire recycling systems shall be promoted to return their value to the country's economy in the form of end products, marketable raw material for making other products and/or to be used in industrial kilns as a tire by-product fuel. The promotion and strengthening of the discarded tire recycling industry in Puerto Rico is of pressing public interest. Thus, the public policy is to foster the demand by the Government of Puerto Rico for products and works that contain discarded tire by-products. Putting at the disposal of the markets the existing economic incentives for the manufacturing, recycling and management of solid waste. Ensuring the free competition in the warehousing, transportation, recycling, processing and export markets of discarded tires in Puerto Rico, is of pressing public interest. This is the way to develop sufficient participants and the demand in the said markets so that

they will have the capacity to absorb the supply of discarded tires in Puerto Rico.

The following is hereby provided to implement the above stated public policy:

- a. Establish a program...
- b. Establish a fund for the adequate management of discarded tires through a tire management and disposal fee.
- c. Promote the recycling of discarded tires.
- d. Promote the creation of tire recycling industries in Puerto Rico.
- e. Promote the development in Puerto Rico of markets that use the by-products of discarded tires as raw material.
- f. Establish controls...
- g. Establish standards...
- h. Establish penalties...
- i. Foster the purchase by the Government of Puerto Rico of products whose raw materials are locally discarded tires.
- j. Foster the construction of public works by the Government of Puerto Rico with construction materials made from locally discarded tires.
- k. Ensure free competition in the transportation, processing, recycling and export markets of tires discarded in Puerto Rico.
- l. Promote the use of the existing economic incentives already offered by the Government of Puerto Rico for the establishing of industries and markets for the recycling of tires discarded in Puerto Rico.

Section 4.—Powers and Functions.—

A. Environmental Quality Board:

1. ...
2. ...
3. ...
4. Shall require the posting of a bond as part of, or in addition to the required permits, from processors exporters and recyclers of tires. The Board shall determine the amount of the bond based on the environmental hazard represented by the activity in the event of abandonment, fire, failing to comply with the terms of the permit, or any other environmental disaster.
5. When granting a dispensation to transporters, processors, recyclers and exporters, as provided in Sections 11, 12 and 13 of this Act, or if they are found in violation of their permits, the Board may request the Department of the Treasury to freeze their corresponding funds, as provided in Section 17 of this Act, to ensure compliance of the terms under which the dispensation was granted, compliance of the permit, or any necessary remedial action.

B. Solid Waste Authority:

1. ...
2. ...
3. ...
4. It shall establish rates fees within a term not to exceed one hundred and eighty (180) days, pursuant to Section 5(n) of Act No. 70 of June 23, 1978, as amended, known as the

‘Solid Waste Management Authority Act of Puerto Rico’, and its regulations, for the warehousing, processing and recycling of discarded tires. Furthermore, if it is deemed necessary, it shall establish rates and tire weight equivalences for the purchase and sale price of crumb and pulverized rubber and fuel a tire by-product and for the distribution of the rate structures.

5. In compliance with its functions in Section 14 of Act No. 70 of September 30, 1992, as amended, known as the ‘Puerto Rico Solid Waste Reduction and Recycling Act,’ the Authority shall notify, the agencies of the Government of Puerto Rico and its municipalities, through biannual bulletins, of the products and works using discarded tires that deserve up to a 15% preference provided in said Section. Such products as: those made from crumb rubber, surfaces for children’s play yards, non-structural cement with crushed rubber aggregate, asphalt made from crumb rubber, cement whereby fuel derived from tires was used in its manufacture, and re-treaded tires for heavy vehicles, among others.
6. Certify the class or category to which every person engaged in transporting, processing, recycling, or the disposal of discarded vehicles, belongs.
7. Develop an educational program to advise citizens on the importance of the adequate disposal of discarded tires.
8. Within six (6) months from the effective date of this Act, the Authority shall submit a report to the Committees on Urban Affairs and Infrastructure, and Natural Resources, the Puerto

Rico Senate Committee on Environmental and Energy Affairs, as well as the Committees on Natural Resources, Environmental Quality, and of Socioeconomic Development and Planning, of the House of Representatives, on the enactment of this Act.

C. Municipalities.—

1. ...
2. ...
3. The municipalities may coordinate with other municipalities, with carriers of discarded tires...
4. The municipalities may approve ordinances pursuant, to the provisions of this Act, to make it compliance and the development and implementation of the activities of management and disposal of tires viable. However, the Authority must be consulted to ensure uniformity in the implementation of this Act, its public policy and the free competition in this industry, and any ordinance related to the management and disposal of discarded tires or any other matter to this Act. The Municipal Assemblies shall submit the ordinance bills to the Authority, which shall comment on them within thirty (30) days.
5. Establish programs for the cleaning of illegal discarded tires dumps, in coordination with the Board and the Authority using the surplus designated by the Treasury, as provided in Section 17 of this Act. The municipalities with, the approval of the Board and the Authority, shall match the funds

assigned by the Treasury in cash or kind, for the cleaning programs.

6. Ordinances that grant warehousemen, administrators, carriers, recyclers, processors and exporters, exclusive rights to operate in municipal jurisdiction are hereby prospectively prohibited.”

Section 2.—Section 11 of Act No. 171 of August 31, 1969, is hereby renumbered as Section 10 to read as follows:

“Section 10.—Manifests.—
 ...”

Section 3.—Sections 12 and 13, of Act No. 171 of August 31, 1996, are hereby respectively amended and renumbered as Sections 11 and 12 to read as follows:

“Section 11.—Tire Carriers.—

- A. ...
- B. ...
- C. ...
- D. ...

- E. The carrier shall transfer the tires to a recycler or processor each month and shall not store more than 10,000 tires or their equivalent weight, whichever is first, unless the Board grants a dispensation, that shall not exceed thirty (30) consecutive days. The Board shall not grant a dispensation of more than thirty (30) days, in a period of three (3) years. Each day that the carrier stores more than 10,000 tires or their equivalent weight without a dispensation, shall be deemed a separate violation.

- F. Every recycler, processor, final use facility and exporter shall accept every load of tires from any carrier holding the corresponding Board permits or those of other agencies of the Government of Puerto Rico, and a manifest that shows the origin of the tire. This does not apply in those cases that the Board certifies a lack of capacity. The imposition of any further requirements to receive the carrier's load other than those mentioned above is hereby forbidden.
- G. Exclusive contracts between carriers and warehousemen, recyclers, processors and exporters is expressly forbidden. This prohibition is prospective in nature.

Section 12.- Tire Processing Facility

- A. The facility for the processing of tires shall obtain the corresponding permits and shall meet all the requirements established in the laws and regulations of the Board and the Commonwealth of Puerto Rico, with the certification of the Authority, in which the Authority shall certify whether the tire processing facility produces crumb or crushed rubber. It shall also comply with the posting of the bond as required in Section 4 A (4) of this Act.
- B. Any person who requests a license or permit to establish a processing plant must submit the crushed rubber operating and marketing plan to the Board with a description of the processing, marketing of crushed rubber and/or exporting plan, for its approval. Said plan shall be referred to the Authority to be evaluated, and if endorsed, shall be referred to the Board as a final

requirement for the approval of the permit requested. The plan shall consider the following matters, as a minimum:

1. ...
 2. ...
 3. ...
 4. ...
 5. A rubber-marketing program with written commitments of the buyers and markets to acquire the total production of the processed rubber produced in that facility.
- C. The processing facility shall submit the following to the Board...
1. Reports...
 2. Report of the number of recycled tires.
 3. Evidence...
 4. Provide evidence identifying the facility.
 5. Copy...
 6. Have a report or list of the persons or markets that use or acquire crushed rubber or crumbed rubber, fuel derived from tires, as well as its use, if applicable. The information indicated in subsections (1), (2) and (6) must be submitted quarterly. What is indicated in subsections (3), (4) and (5) must be submitted quarterly, or when required by them.
- D. The processing facility shall submit a list of the tire carriers registered in the facility every six (6) months or when required by them.
- E. The processing facility shall sign and keep a copy of the manifest on or the amount of tires received from the carriers after verifying that all the information is correct.

- F. The processing facility shall transfer the tires to an end use facility and may not accumulate more than 30,000 tires or an equivalent number, whichever is first, unless the Board grants a dispensation that shall not exceed one hundred and eighty (180) successive days. The Board shall not grant over one hundred and eighty (180) days exemptions within a three (3) years period. Each day the processor accumulates over 30,000 tires or its equivalent number shall be considered a separate violation.
- G. The processor shall initiate and keep a manifest to be determined by the Board on the equivalent in weight of the number of tires processed and transferred to a final destination facility and shall remit copies of the manifest monthly to the Board and the Treasury. It shall also keep signed copies of the manifests for a period of not less than three (3) years from the date of origin.
- H. Exclusive contracts between processors, recyclers and/or municipalities are hereby prohibited. This prohibition has a prospective character.
- I. In case of non-compliance by the processors with the terms of this Section and its regulations, the Board may cancel the permit and seize the bond required by Section 4 A (4) of this Act, if it deems that the funds are needed to remedy the processor's noncompliance with the permit. It can also seize the funds owed by the Treasury to the processor as provided by Section 17 of this Act, should the Board consider that the funds consigned in the bond are insufficient to remedy the noncompliance of the processor."

Section 4.—A new Section 13 is hereby added to Act No. 171 of August 31, 1996, to read as follows:

“Section 13.—End Use Facility .—

In the category of end use facility, recycling is the option for disposing of discarded tires preferred by the public policy set forth by Section 3 of this Act. Any person that carries out end use activities as defined in Section 2, subsections (m), (v), (y) and (w) of this Act shall be considered as a recycler. The manufacture of products made with crumb rubber, children’s playground surfaces, construction of works that substitute earth crust aggregates for crushed rubber in nonstructural uses of concrete, and the production of asphalt made from crumb rubber, among others, are examples of the said activities. These recycling activities merit all the economic incentives provided by the legislation regarding recycling, manufacture and adequate management of solid waste.

- A. The end use facility shall obtain the corresponding permits and shall comply with the requirements established in the applicable law and regulations of the Environmental Quality Board and of the Commonwealth of Puerto Rico. The certification of the Authority is necessary to determine whether the requested activity is a bona-fide recycling process.
- B. Any person who applies for a license or permit to establish a recycling and end use facility shall submit the recycling, operation and marketing Plan, to the Board for its approval. Said plan shall be referred to the Authority to be evaluated and if enforced, the certificate shall be referred to the Board as a requirement for the final approval of the requested permit.

The Plan shall consider the following aspects, as a minimum:

1. The nature of the recycling and end use activity.
 2. The capacity of equipment to be used.
 3. An inventory based on volume and weight, among others.
 4. Minimum operating capacity and maintenance.
 5. A marketing plan of the end product with written commitments from purchasers and markets to acquire the total production.
- C. The recycling and end use facility shall submit the following to the Authority and the Board:
1. An itemized report by category indicating the quantity of tires, crushed rubber and crumb rubber received in the facility.
 2. An itemized report by category indicating the quantity of tires, crushed rubber and fuel derived from recycled tires and crushed rubber used as a source of energy.
 3. Proof of an updated security plan.
 4. Submit evidence identifying the final markets.
 5. Have readily available for inspection, copies of the permits required by the Commonwealth of Puerto Rico.
 6. Keep a report or list of persons and markets that use the final product resulting from the activity, as well as data on the use of tire-derived product.
 7. What is set forth in subsections 1, 2 and 6 shall be submitted quarterly. What appears in subsections 3, 4 and 5 shall be submitted every semester or whenever it is required by the Authority and the Board.

- D. The facility shall submit to the Authority every semester, or whenever required, a list of the tire carriers and processors registered in that facility.
- E. The facility shall keep a signed copy of the manifest on the amount of tires received from the carrier or processor after verifying that all the information is correct.
- F. The facility cannot accumulate more than 30,000 tires or its equivalent number in its activity, unless granted a dispensation by the Board, which shall not exceed one hundred and eighty (180) successive days. The Board shall not grant more than one hundred and eighty (180) days in a three (3)-year period. Each day that the recycling facility accumulates more than 30,000 tires or its equivalent weight without a dispensation, shall be deemed a separate violation.
- G. Exclusive contracts between recyclers, end use facilities, processors and/or municipalities, are hereby forbidden. This prohibition is prospective.
- H. Should the facilities fail to comply with the terms of this Section and its regulations, the Board may revoke their permits. If so, the Board may attach the bond required by Section 4 A (4) of this Act, if it deems the funds are needed to remedy the processor's non-compliance with the permit. It may also attach the funds the Treasury owes it, as provided in Section 17 of this Act if the Board deems that the funds consigned in the bond are not sufficient to compensate the noncompliance of processor.”

Section 5.—Sections 17 to 19 of Act No. 171 of August 31, 1996, are hereby amended to read as follows:

“Section 17.—Fund for the Adequate Management of Discarded Tires.—

A. A Fund shall be created for the Adequate Management of Discarded Tires from income received by the Treasury from the fees charged to tire importers. Said fund shall be used as set forth below:

1. Up to a maximum of 91% of the management and disposal charges shall be used to grant a payment for transported, processed and recycled tires, or used as a source of energy in an end use facility.

a. Until the Authority fixes the required rate provided by Section 4 B (4) of this Act, the corresponding payment rate structure per tire shall be as follows:

TIRE PAYMENT RATE SCHEDULE

A. Transportation	
Whole tire transported up to	30%
B. Processing	
Tires processed as:	
Crushed Rubber up to	25%
Crumb Rubber up to	19%
C. Final Disposal of Tires	
Exported Tires up to	17%
Recycled Tires up to	17%
Tires Used as Energy Sources up to	17%
Non-structural Use up to	17%

Crushers, pulverizers and end-use facilities are forbidden in their private relationship with carriers, to charge the carrier a rate that

deprives it from withholding the 30% per tire from the fund. The Department of the Treasury shall investigate whether the crushers, pulverizers and end use facilities comply with this provision.

b. The rates fixed in this Section shall apply monthly as per the collection of fees for imported tires or tires manufactured in Puerto Rico when:

1. the processors provide certification through a manifest originated by the crusher of having received and processed the quantity of tires or its equivalent weight.

Eighteen (18) pounds of crushed rubber is presumed to be the equivalent of an average tire. This equivalence shall be effective until the Authority establishes another one.

2. The end use facilities provide certification through a manifest originated by the carrier or crusher regarding the whole tires received or the weight equivalent thereof.

2. ...

3. ...

4. ...

B. The total of the funds distributed shall never exceed 100% of the collections. Any surplus shall be consigned for cleaning, removal and management of clandestine dumps of discarded tires. The Treasury shall designate funds for this purpose, subject to availability following the recommendation of the Board and the Authority. The funds shall be used on the programs set forth in Section 4 C (5) of this Act.

C. The payment shall be made only once for the same material and process until its final destination.

D. ...

Section 18.—Market Development.—

A. Within a term of 180 days from the approval of this Act, the Secretaries of the Departments of Transportation and Public Works, Natural and Environmental Resources and Economic Development and Commerce shall draft an integral plan to identify the likely markets or options for finished products containing recycled tires. Said integral plan shall be filed in the Office of the Secretary of both Legislative Bodies, to be referred to the corresponding committees for the purpose of legislating on the recommendations submitted by the Secretaries in said plan.”

The plan shall consider in its studies elements such as:

1. The use of asphalt with recycled tire content for the construction of public works.
2. Modify the general conditions for the construction of public works to substitute aggregates for crushed rubber in nonstructural uses.
3. The recycling of discarded tires in soil conservation projects and the construction of secondary roads, erosion control and agricultural activities, among others.
4. The construction of artificial reefs.

B. Once the markets for recycled tires are identified by the plan of the above subsection, the Central government agencies shall bestow a purchasing preference of up to fifteen (15) percent to articles made from recycled tires identified by the plan.

Section 19.—Prohibitions and Penalties.—

A. ...

B. ...

C. Every person has the right to file a complaint against third parties before the agency with pertinent jurisdiction for any violation of this Act.”

Section 6.- This Act shall take effect immediately, except for the provisions in Section 18, which shall take effect 180 days from the date of approval.

CERTIFICATION

I hereby certify to the Secretary of State that the following Act No. 21 (S.B. 1275) (Conference) of the 3rd Special Session of the 13th Legislature of Puerto Rico:

AN ACT to amend Sections 2 to 4, renumber Section 11 as 10, amend and renumber Sections 12 and 13 as 11 and 12 respectively, add a new Section 13 and amend Sections 17 to 19 of Act No. 171 of August 31, 1996 known as the Tire Management Act, in order to add definitions pertaining to the recycling of tires, clarify the statement of public policy; authorize the Environmental Quality Board to require bonds from processors, recyclers and exporters of tires; provide it with mechanisms to ensure compliance of the permits it issues; etc.,

has been translated from Spanish to English and that the English version is correct.

In San Juan, Puerto Rico, today 25th of November of 2003.

Elba Rosa Rodríguez-Fuentes
Director