

ALCOA, INC.
RIGID PACKAGING DIVISION

**Used Beverage Container Scrap
Product Specifications**

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Alcoa - Rigid Packaging Division
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Alcoa, TN 37701-2516

GENERAL

SAFETY is of principle concern to Alcoa. Loads must be free of any potential safety, hygiene or environmental hazards. Loads which contain any of the following will be subject to rejection and immediate shipper disqualification:

Explosives	Fertilizers	Needle/Syringe
Live Ammunition	Butane Lighters	Single Pressurized Aerosol Can
Gasoline	Radioactive Sources	Multiple Flattened Aerosol Cans
Propane Bottles	Medical Waste	Batteries
Unidentifiable Materials	Free Lead	

In addition, UBC shipments which contain the following contaminants will be subject to rejection:

Dirt	Paper	Foil
Sand	Wood	Bottle Caps
Glass	Plastic	Steel
Other Combustibles		

All UBC must be magnetically separated. Any load which indicates an absence of magnetic separation will result in shipper disqualification.

Any aluminum items other than UBC such as foil, pie plates and formed containers are unacceptable due to excessive melt loss. However, aluminum food cans which are clean, dry, and free of paper labels are allowable interspersed up to **10%** in any bale/bundle throughout the load. Any load arriving with pests, such as insects or rodents, will be subject to rejection.

UBC should be dry; therefore, material must not be stored or processed outside. Shipments with moisture in excess of 4% will be subject to weight deductions or rejection. The deduction will equal the tested moisture percent minus 2%. For example, if the tested moisture is 5% the deduction equals 5% less 2% or 3%. If the tested moisture is equal to or less than 4% no moisture deduction will be taken.

Non-compliance with specifications for scrap loading and packaging (as follows) will also be a basis for rejection. Freight charges and all other charges regarding rejected scrap will be paid by the vendor.

SCRAP LOADING AND PACKING DATA

METHOD OF PREPARATION

Material must be baled, shredded, or densified. Skids, shrink-wrapping, fiber cartons, fiber or metal drums, metal or wooden boxes are not acceptable as packaging material and are subject to rejection.

BALES

The density should be 14 to 22 pounds per cubic foot. Minimum bale size is 30 cubic feet. Acceptable bale range dimensions are 24 to 40 in. x 30 to 52 in. x 40 to 72 in. Bales should separate into sections when banding or wire is cut. Material shall be banded with a minimum of six, up to a maximum of ten, 3/4 in. x .030 in. (5056-H36) aluminum, 5/8 in. x .020 in. steel, 10-gauge (5056-0) aluminum or 13-gauge steel. Bands or wires of other material are not acceptable. Use of support sheets of any material is not acceptable. Bales of uniform size are preferred. Composite bales of two or more individual bales banded together to meet size specifications are not acceptable (see Figure 1).

HIGH DENSITY BALES

The density should be 25 to 30 pounds per cubic foot. Bale density above 30 pounds per cubic foot is subject to inquiry. Minimum high density bale size is 40 cubic feet. Acceptable high density bale range dimensions are 24 to 40 in. x 30 to 52 in. x 40 to 72 in. Material shall be banded with a minimum of six, up to a maximum of ten, 3/4 in. x .030 in. (5056-H36) aluminum, 5/8 in. x .020 in. steel, 10-gauge (5056-0) aluminum, or 13 gauge steel. Bands or wires of other material are not acceptable. Use of support sheets of any material is not acceptable. High density bales of uniform size are preferred. High density bales of two or more banded together to meet size specifications are not acceptable.

DENSIFIED

The densified bundle density should be 35 to 45 pounds per cubic foot. Each bundle shall have banding slots in both directions to facilitate bundle banding. Optimum dimensions are 12 in. x 12 in. x 12 in. Densified briquettes, regardless of size, should not exceed 50 pounds in weight. Bundle range dimensions acceptable are 41 to 44 in. x 51 to 54 in. x 54 to 56 in. (height). Bundles are to be banded with minimum 5/8 in. wide x .020 in. thick steel straps. One vertical band per row is required, with minimum of two girth (horizontal) bands per bundle (see Figure 2).

SHREDS

The density should be 12 to 17 pounds per cubic foot. Material is limited to a maximum of 5 percent fines less than 4 mesh (U.S. Standard screen size) and no more than 2.5 percent fines less than 12 mesh (U.S. Standard screen size).

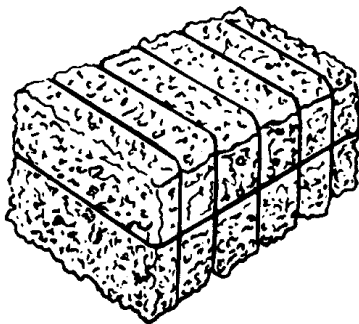


Figure 1, Bale

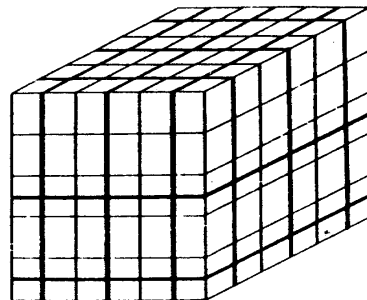


Figure 2, Densified Bundle

SCRAP LOADING AND PACKING DATA

RAIL LOADING PROCEDURES

All scrap delivered by rail must be loaded in railcars having minimum 10 foot wide doors and a minimum height of 9 feet 6 inches. Railcars with double doors are preferred. Railcars must have solid interior walls, be clean and free of foreign material, in good condition, and free of holes in the floor which could jeopardize unloading operations. Cars assigned or stenciled for return to a specific ALCOA plant, DF or DEB cars should not be used. CUP (cushioned under-frame) railcars are preferred. Interior equipment, such as gates or other bracing components must be stored in the ends of the car if not being used to restrain the lading. Nothing should be piled against the doors which inhibits door opening. The railcar lading must be accessible from either side since facilities do not permit prior selection of the side to be unloaded. Mixing of bales with shreds in the same railcar is not acceptable.

BALES

Baled UBC is to be loaded to 83,000 pounds minimum per railcar. Charges for shipments of less than 83,000 pounds will be paid by the shipper. High density baled UBC is to be loaded to 100,000 pounds minimum per railcar. Always load baled UBC so that the maximum amount (100 percent, if possible) rests on the largest face. The longest dimension must be horizontal approaching truck forks (do not load baled UBC on end). Additional loading instructions are as follows:

- (a) Load bales in ends of railcar with longest dimension perpendicular to railcar sides.
- (b) Load doorway bales with longest dimension parallel to railcar sides.
- (c) Any voids must be filled with fixed bracing to prevent the load from shifting.

Any exception to this procedure is subject to inquiry.

A minimum of one foot top clearance is required between the UBC baled scrap and the top edge of both doorway frames. Baled UBC should never be crammed into the railcar; loading should be snug, but not tight. Bracing bars or other bracing components should be loaded at the end of the railcar and placed under lading (see Figure 3).



Figure 3, Bales
Loaded Solid for Length of Car

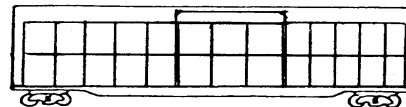


Figure 4, Densified Bundles
Loaded Solid for Length of Car

DENSIFIED

Densified UBC are to be loaded to a minimum of 110,000 pounds per railcar. Charges for shipments of less than 110,000 pounds will be paid by the shipper. Densified bundles are to be loaded two wide across railcar (51 to 54 in. dimension as width). Densified bundles should be stacked two high to achieve proper car weight. A minimum of 1 foot top clearance is required between the densified bundles and the top edge of both doorway frames. No partial railcar loads will be accepted. Densified bundles shall be loaded solidly end-to-end. Any voids less than 40 inches must be filled with fixed bracing adequate to prevent the load from shifting (see Figure 4).

SHREDS

Only railcars with grain doors on both sides are to be used. Shreds are to be loaded in loose form. Drums or other containers should not be used to contain shreds.

MIXED LOADS

Densified bundles and bales are the only type of material which may be mixed in a railcar. The material must be segregated and not intermixed within the railcar. Bundles are not to be stacked on bales and bales are not to be stacked on bundles.

SCRAP LOADING AND PACKING DATA

TRUCK LOADING PROCEDURES

All UBC scrap shipments via truck must meet the same size, quality, density and containment standards as rail shipments. All UBC scrap delivered by truck must have sliding tandems, swing out doors (no roll up doors) and be of van type (no drop deck or moving van trailers). Nothing should be piled against the doors which prohibits the opening. The shipper should assure that any truck being loaded is clean, in good condition and free of holes in the floor which could jeopardize unloading operations. ALCOA reserves the right to refuse shipments which are not loaded properly or do not meet UBC quality specifications. (Reference page 1 under General Section).

BALES

Baled UBC is to be loaded to 37,000 pounds minimum per trailer, whereas High Density Baled UBC is to be loaded to 40,000 pounds minimum per trailer. Charges for shipments of less than these weights will be paid by the shipper. Always stack UBC bales, placing each bale on top of the other, so that the maximum amount (100% if possible) rests on the largest face. Do not load baled UBC on end or on edge. A bale resting on its largest face is in a position of maximum stability. Baled UBC must be loaded with at least 12 inches of top clearance and at least 4 inches of side clearance. The longest dimension must be horizontal or perpendicular to approaching truck forks (do not load baled UBC on end). Bracing bars or other bracing components should be loaded at the end of the trailer. Baled UBC should be loaded to prevent any shifting while in transit (see page 5, Figure 5).

DENSIFIED

Densified UBC is to be loaded to 40,000 pounds minimum per trailer. Charges for shipments of less than this weight will be paid by the shipper. Loading throughout the trailer must be such that the long horizontal dimension is presented to unloading equipment. Densified bundles should be loaded either single or double wide from the nose of trailer to the end of trailer. Densified bundles should not be double stacked and should be braced where necessary to prevent shifting in transit. Densified bundles should be sorted through the trailer to assure an even loading pattern and weight distribution. Any voids should be braced to avoid shifting in transit (see page 5, Figure 6).

SHREDS

Shreds are to be loaded in loose form. Drums or other containers should not be used to contain shreds. Maximum acceptable trailer length is forty-eight feet.

MIXED LOADS

Densified bundles and bales are the only type of material which may be mixed in a trailer. The material must be segregated and not intermixed within the trailer. Bundles are not to be stacked on bales and bales are not to be stacked on bundles.

Used Beverage Container Scrap

Scrap Loading and Packaging Data

Loading Procedures – Truck

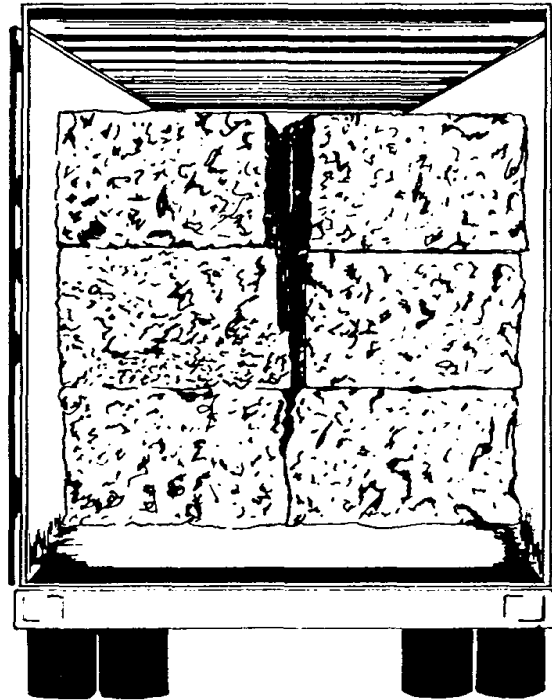


Figure 5, Baled Truckload

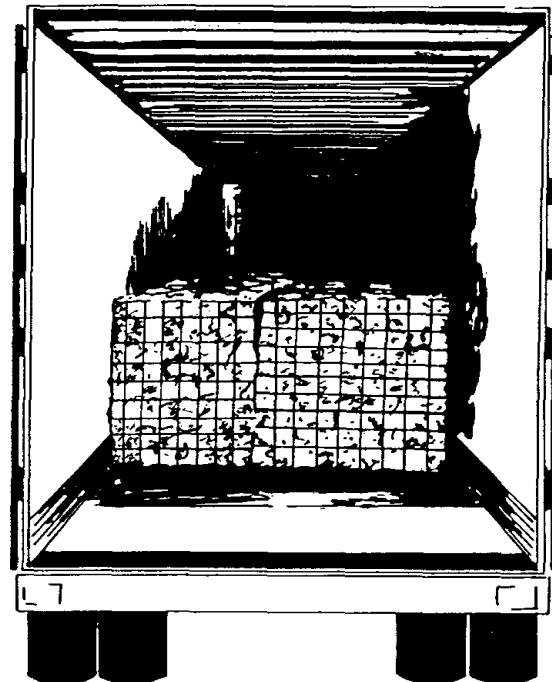


Figure 6, Densified Truckload

SCRAP LOADING AND PACKING DATA

RAIL/TRUCK

SHIPMENT NOTICE, MANIFEST AND BILL OF LADING

SHIPMENT NOTICE – RAIL

Once the shipper has received the Alcoa purchase order number, they are to contact the Alcoa Metal Center at RPDMAC@Alcoa.com or fax (865) 977-3933 to furnish the following information:

- | | |
|----------------------------|--|
| A. Railcar/trailer number | E. Seal number used on railcar/trailer |
| B. Date shipped | F. Estimated aluminum weight |
| C. Type/form of scrap | G. Weight of dunnage |
| D. Number of bales/bundles | H. Shipping location |

PICK UP REQUEST / DELIVERY APPOINTMENTS – TRUCK

Once the shipper has received the Alcoa purchase order number, they are to contact the Alcoa Metal Center at RPDMAC@Alcoa.com or phone (865)-977-2052, in order to obtain a pick up and or delivery appointment.

NOTE: Seals will be inspected at the ALCOA locations or designated ALCOA agent locations. In the case of a discrepancy or broken seal a notation will be made on the bill of lading.

MANIFEST

The information shown above for the shipment notice is to be shown on a shipment manifest which should be taped to the inside of the door. In addition, the manifest should include the ALCOA Purchase Order Number.

BILL OF LADING

The bill of lading should include the following information:

- A. The ALCOA purchase order number is to be included on the "consigned to" line.
- B. The "Description of Articles" is to indicate "Scrap Aluminum, for Remelting Purposes Only."
- C. Indicate actual scale weight or an estimated weight, which must be marked "Estimated".
- D. Enter piece-count under the No. of packages section.
- E. Duplicate bill of lading is required at the receiving location.

CERTIFICATION

The following "certification" is to be applied to the bill of lading and **MUST BE SIGNED BY THE CONSIGNOR OR HIS AGENT:**

"This shipment is being transported for the purposes of RECYCLING as defined in applicable tariffs containing such provisions."

