

GM's Waste-Cutting Efforts Cover the Globe

Being green isn't just something that GM is doing in North America. The company is making a worldwide effort to protect the environment.

General Motors' Rayong engine plant in Thailand and Cheongna proving ground in Korea are now landfill-free, bringing the company's total to 33 sites throughout Asia that recycle, reuse or convert to energy all of their daily waste. GM's landfill-free facility count in Asia compares with 45 in North America and 22 in Europe.

"Regardless of where our teams are building cars for our customers around the world, we all share a commitment to the environment," said Tim Lee, GM vice president, Global Manufacturing, and president of International Operations. "We work with all of our plants to ensure they have a roadmap to get to landfill-free, which is important considering our commitment of 125 landfill-free facilities by 2020."

A benefit of GM's consistent and structured landfill-free process is the ability for facilities around the world to discuss challenges and get ideas to help cut waste, Lee said. These efforts help the company balance its landfill-free progress around the globe.

For example, 70 percent of waste at GM manufacturing plants in Asia is packaging materials such as wood and cardboard. GM's plant in Rayong, Thailand, and its plant in Talegaon, India, swapped wood pallets for reusable, recycled-content plastic containers that weigh and cost less. The two facilities reduced wood pallet waste by a combined 146 tons last year, success that now has GM's North American operations researching the use of these plastic containers in their operations.

"Wood pallets oftentimes aren't built to be reused after one over-

seas shipment," said John Bradburn, GM manager of waste-reduction efforts. "Our most common recycling method is to grind them for mulch, and our South Africa plant is even taking them apart to make furniture. But our teams in Asia employed a more sustainable solution. By using plastic, they cut weight by more than half and we can continue using them after the initial load."

Waste collection and separation systems also lead to improvements, Bradburn said. For example, employees at GM's Changwon operations in Korea adopted new recycling containers and signage that helped eliminate 35 tons of mixed waste.

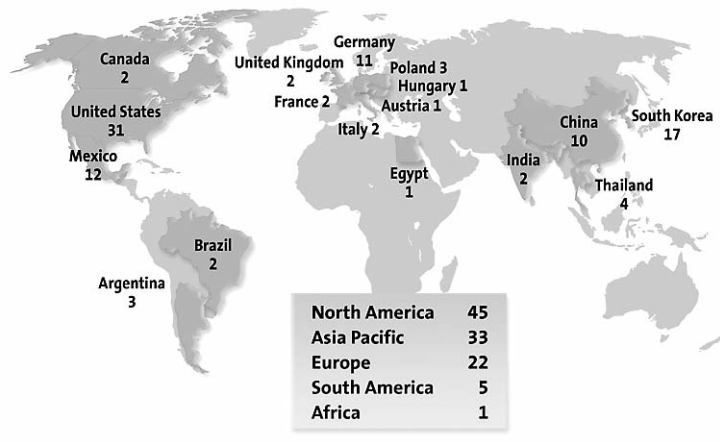
The best waste-reduction practices range from high-tech processes to minimizing sludge from wastewater treatment, painting or grinding, to locally

sourcing and sanitizing gloves for reuse, Bradburn said. The latter reduced waste at the Talegaon plant 10 tons in one year alone. The Cheongna proving ground in Incheon, Korea, is recycling materials required for vehicle development and research, including batteries, plastic, chassis components, packaging and chemicals.

GM's landfill-free manufacturing footprint spans assembly, powertrain, casting and stamping plants, and includes non-manufacturing facilities such as office buildings, warehouses and distribution centers, Bradburn said. About half of GM's operations in Asia are landfill-free, including 17 in Korea, 10 in China, four in Thailand and two in India. GM's worldwide total is 106.

GM reported that the company recycles and reuses more waste from its manufacturing facilities

106 LANDFILL-FREE FACILITIES



GM chart displaying its landfill-free facilities throughout the world.

than any other automaker, and "The Business Case for Zero Waste," intended to help businesses of all sizes and industries reduce waste and create efficiencies.

Young Teenagers Wait Longer for Driver's License

Today's 16-year-olds aren't jumping at the chance to get a driver's license – a far cry from days gone by when that license was regarded as a symbol of adulthood.

And, who didn't want to be thought of as an adult when they were 16?

Evidently, not the youth of today.

According to a study by the AAA Foundation for Traffic Safety, less than half of teens get a driver's license within a year after turning the minimum age for licensing, and just a little more than half are licensed before their 18th birthday.

Twenty years ago, statistics showed that more than two-thirds of teens were licensed by the time they were 18.

This information, along with other surprising data, is causing concern among safety experts that young adult drivers are missing out on the benefits of graduated drivers licensing (GDL).

"With one in three teens waiting to get their license until they turn 18, there's a segment of this generation missing opportunities to learn under the safeguards that GDL provides," said Peter Kissinger, president and CEO, AAA Foundation for Traffic Safety.

"For most, it's about not having a car or having alternatives for getting around that are the top reasons cited for delaying what has traditionally been considered to be a rite of passage."

The study found that low-income and minority teens are the least likely to obtain a driver's license before they turned 18 – one-fourth who live in households with incomes less than \$20,000 versus more than three-fourths who live in households with incomes of \$100,000 or more.

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