

## Media Release

13<sup>th</sup> September 2021

### **TYRE STEWARDSHIP AUSTRALIA ENCOURAGES LANDLORDS TO REMAIN VIGILANT AHEAD OF TYRE EXPORT BAN**

Landlords in the commercial, industrial and agricultural sectors are being encouraged to watch for illegal dumping, storage or collection of used tyres ahead of the Commonwealth's waste export ban on all used tyres coming into effect on December 1.

It comes as Tyre Stewardship Australia warned that abandoned or unmanaged tyre stockpiles would become the responsibility of the landowner.

TSA Chief Executive Officer Lina Goodman said: "TSA has seen such occurrence first-hand and we continue to monitor known stockpiles and share information with regulators."

Each year, Australia generates 450,000 tonnes of end-of-life tyres, of which 75 per cent is from passenger cars, buses and trucks. While 72% is re-used, recycled or upcycled, the remainder is sent to landfill, buried or stockpiled.

"Left unsupervised, the mismanagement of end-of-life tyres can lead to fire or other human health concerns, not to mention the burden of cost involved with having to clean these sites," Ms Goodman said.

"We're encouraging landlords across Australia to keep an eye out for increased illegal dumping or on-site storage of tyres. Closed warehouses can be problematic because tyre storage is not visible to neighbours, regulators or via drone imaging.

"We ask that landlords take an interest in the operations of their site, particularly if there is a recycler who does not meet regulatory or TSA Scheme objectives."

Landlords could find themselves facing huge clean-up costs or fines if tyres have been illegally dumped or stored on their property.

The Recycling and Waste Reduction Act 2020 bans the export of waste whole or baled tyres from December 1. Export will only be legal for:

- Bus, truck and aviation tyres for re-treading to a verified re-treading facility
- Tyres that have been processed into crumbs, buffings, granules or shreds
- Tyres that have been processed into tyre-derived fuel.

Ms Goodman warned organisations that fail to meet regulatory or TSA Scheme requirements could increase collection of tyres in the lead up to the ban.

"These organisations may enter the market for a quick injection of revenue," Ms Goodman said.

"This comes at a time when compliant organisations are required to change their business model, pricing structure and practices. For some, significant investment is necessary to transition from baling for export to other means of processing, such as shredding and crumbing.

"We will need to remain vigilant even after the December 1 deadline, as collectors who don't take action will find themselves with no end markets – what may have once been open markets may no longer be the case."

TSA is made up of representatives from across the tyre supply chain, including retailers, manufacturers, recyclers and collectors.

Ms Goodman encourages tyre collectors and retailers to join the TSA Scheme.

“This ensures they receive pertinent information, assistance and possibly support with end markets for their tyres. Even if organisations do not each accredited status, updates from TSA about the export ban may help them to manage their end-of-life tyres,” Ms Goodman said.

Ms Goodman encourages anyone who sees a tyre stockpile or illegal dumping of end-of-life tyres to contact TSA at [getonboard@tyrestewardship.org.au](mailto:getonboard@tyrestewardship.org.au).

## **Background**

TSA is a voluntary national Product Stewardship Scheme formed to effectively reduce the environmental, health and safety impacts of end-of-life tyres and promote the development of viable end markets for tyre-derived products.

Since its inception, TSA has invested almost \$7 million in market development initiatives to find real world outcomes for tyre derived products.

**For further information about TSA please contact Tolga Huseyin, Communications Advisor**

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