

Media Release

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TYRE STEWARDSHIP AUSTRALIA ENCOURAGES LOCAL COUNCILS TO DRIVE AWARENESS OF TYRE EXPORT BAN

Tyre Stewardship Australia is asking local councils to watch for illegal dumping, storage or collection of passenger tyres ahead of the Commonwealth's waste export ban on all used tyres coming into effect December 1.

It comes as Tyre Stewardship Australia warned the ban could see unscrupulous operators offering last-minute cheap collections to councils and other organisations involved in the safe disposal of used car tyres ahead of the ban.

Each year, Australia generates 450,000 tonnes of end-of-life tyres each year, of which 75 per cent is from passenger cars, buses and trucks. While around 72 per cent go to productive outcomes, the remainder is sent to landfill, buried or stockpiled.

TSA Chief Executive Officer Lina Goodman said: "The elimination of cheaper waste tyre disposal options through the waste export ban will no doubt lead to increased disposal costs as organisations invest for greater local recovery.

"We are hearing concerns from our network of accredited participants of approaches from operators offering to remove waste tyres cheaply – but their intention may not be aligned with sustainable disposal of end-of-life tyres.

"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.

"We're encouraging councils across Australia to keep an eye out for increased illegal dumping or on-site storage of tyres, as well as new 'pop-up' collectors that might emerge ahead of the export ban.

TSA encourages tyre recyclers, collectors and retailers in each municipality to play their part to help reduce the environmental and social harm from end-of-life tyres.

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; and
- Tyres that have been processed into tyre-derived fuel.

Ms Goodman also 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.”

TSA will continue to audit accredited tyre retailers, collectors and recyclers to ensure they meet TSA Scheme guidelines.

“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 value chain, including retailers, manufacturers, recyclers and collectors.

Ms Goodman encourages all 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,” she said.

TSA encourages anyone who sees a tyre stockpile or illegal dumping of end-of-life tyres to contact 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.

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