

# Australian Tyre Consumption and Recovery – 2022-23

## Australia's love of driving

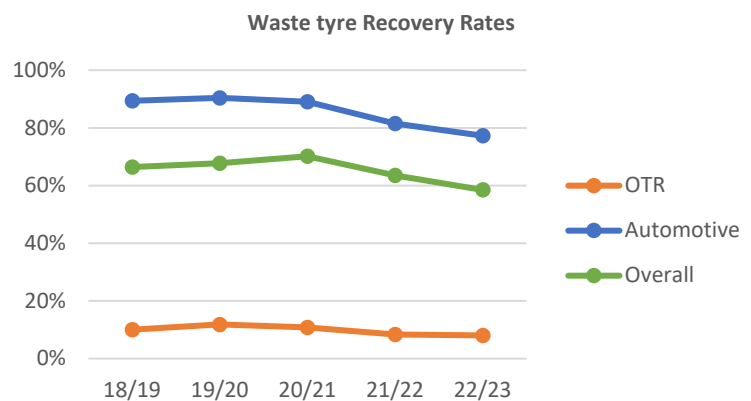
Australia is the sixth largest country and one of the most sparsely populated in the world placing it in the top 20 countries for vehicles per capita with over 20 million registered vehicles and 85 million tyres in use.

Since the last tyre manufacturing factory ceased operating in 2010, Australia's need for tyres has been supported by the importing of all new tyres loose or on vehicles and supplemented by local retreading of truck tyres and a seconds (reuse) market.

### Tyre consumption, waste, and recovery

Information presented represents 2022-23 financial year and trend over past five-years for tyre consumption and waste and tyre recovery and disposal. Consumption refers to the net import and export of new and used tyres to and from Australia.

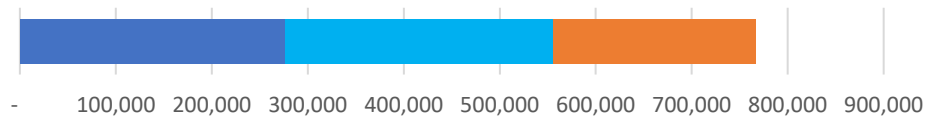
In 2022-23 Australia generated an estimated 545,000 tonnes of used tyres with an average of around 515,000 tonnes over the past five years and recovered 58% in 2022-23 for use in domestic and international markets as either reused tyres (as is or retreaded and repaired) or tyre derived products. This is a decline over the past three years with an average of around 65% for the past 5 years. The recovery of passenger and truck tyres (automotive tyres) make up most of the recovered waste tyres with very limited recovery of off-the-road<sup>1</sup> (OTR) tyres.



The recovery of waste tyres within Australia is supported by the National Tyre Product Stewardship Scheme, administered by Tyre Stewardship Australia (TSA). The objective of the Scheme is to develop Australia's tyre recycling industry and markets for tyre-derived products increasing recovery and recycling of waste tyres while minimising the environmental, health and safety impacts.

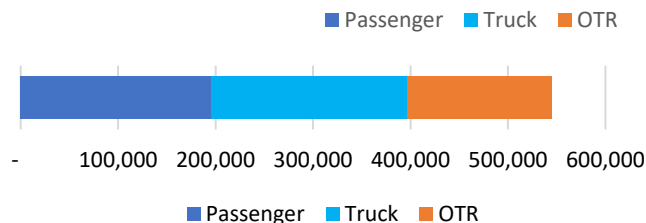
### Tyre consumption (2022-23)

In 2022-23 Australia consumed around 760,000 tonnes of new tyres. (80 million EPU)



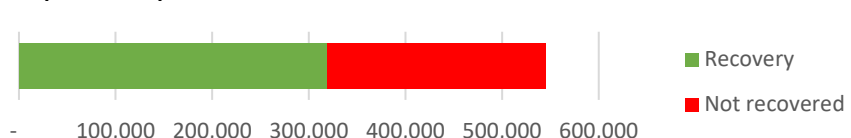
### Used tyres generated (2022-23)

Australia generated around 545,000 tonnes of used tyres to be recovered for beneficial use or disposal in 2022-23. (68 million EPU)



### Tyre waste recovery and disposal (2022-23)

Australia recovered around 320,000 tonnes of used tyres in 2022-23 or 58%. (40 million EPU)



Australia disposed over 225,000 tonnes of waste tyres in 2022-23. (28 million EPU)

<sup>1</sup> OTR tyres consist of mining, agriculture, construction (and demolition), Industrial (manufacturing and trade), and aviation tyres

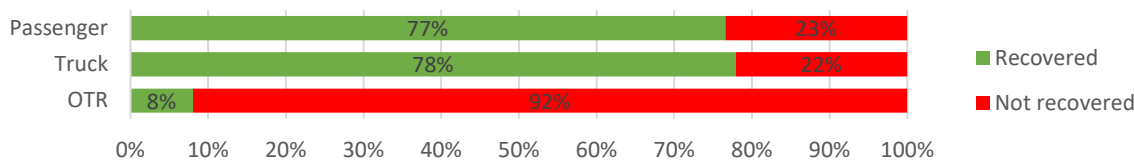
## Recovery and disposal of waste tyres

In 2022-23 Australia recovered an estimated 320,000 tonnes of used tyres, lower than the average over the past five years of around 335,000 tonnes of used tyres annually. Australia's tyre recovery industry includes businesses involved in the recovery and sale of waste tyres for reuse (including re-treading or repair), processed into tyre derived products (TDP) including tyre derived fuel for embodied energy (energy recovery), or for use whole in thermal processing in Australia.

While recovery has been moderately high in the past, Australia has seen a decrease in recovery rates over the past three years, disposing of around 180,000 tonnes on average over the past five years of waste tyres into licensed landfills, buried on-site where permitted, dumped into the environment, or illegally stockpiled. The 2022-23 financial year was the largest amount of waste tyres being landfilled over the past five years.



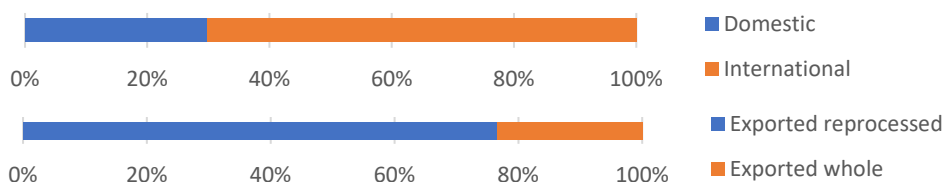
When it comes to the recovery by tyre type, Australia recovers most automotive tyres (passenger and truck tyres) with an average of around 86% over the past five years. However, like the overall recovery rates, there has been a decline in recovery rates of automotive tyres over the past three years dropping from as high as 90% in 2019-20 down to 77% in 2022-23. In contrast, OTR tyres lags at a low average of 10% over the past five years. Despite having quality rubber, factors currently contributing to the low recovery of OTR tyres include the size and structural features such as large beads and the sectors in which they are used such as mining and agriculture. These features make them more difficult to handle and process and lend themselves to being left on land or buried where permissible by regulation.



Over thirty waste tyre collection and processing businesses are participating in the National Tyre Product Stewardship Scheme <https://www.tyrestewardship.org.au/accreditation/find-accredited-recyclers-collectors/>

## Domestic and international markets for used tyres and tyre-derived products

The markets for tyre derived products can be separated into international (export) and domestic with the international market currently representing majority of the market at around 70% in 2022-23 and an average of 76% over the past five years. Of this market, around three quarters is processed prior to leaving Australia into a tyre derived fuel with the remaining exported whole for reuse or re-treading.



Since 2014, TSA has invested \$9 million on market development supporting around 64 projects with the outcome of this investment paving the way for domestic market growth. <https://www.tyrestewardship.org.au/project/>

The National Waste Policy Action Plan 2019: In December 2018, the 2018 National Waste Policy: Less waste, more resources was agreed by Australia's Environment Ministers setting a new unified direction for waste and recycling in Australia. The National Action Plan presents targets and actions to implement the 2018 National Waste Policy which includes a target of 80% average resource recovery rate from all waste streams following the waste hierarchy by 2030.

Data sources used in the compilation of this information sheet: **Australian Tyre consumption and recovery – 2022-23** include: *Road Vehicles, Australia*, BITRE 2023 and *Tyres material flow analysis*, TSA 2023 unpublished