

Private Sector Market Work Group Recommendations

Overview of New Scrap Tire Program

- Scrap tire collection takes place at point of purchase
- Counties will phase out collection of scrap tires
- Regulations for collection & processing will be increased
- Intent is to lower costs to counties & reduce likelihood of tire dumping

New Scrap Tire Program

- End \$1.35 pre-disposal fee
- Create a new \$1/tire fee that would be dedicated to scrap tire issues
- Retailers keep \$0.10 & TDEC gets \$0.90
- Tire fee assessed at annual registration
- Tire fee goes to the TDEC to be used for:
 - Stockpile clean ups
 - Market development
 - Enforcement of regulation

New Scrap Tire Program

- \$1 fee would be reduced to \$0.75 after 5 years and to \$0.50 per tire after 10 years
- Tire fund would be restricted to scrap tire programs
- Auto salvage yards would have to comply with storage regulations and have to remove 75% of annual inflow

New Scrap Tire Program

- Scrap tire collection will occur at the point of purchase
- Retailers must use licensed tire collector
- Develop 4 part manifest
- All tire collectors must be licensed & bonded
- Establish criminal & civil penalties for violations
- Retailers can access separate disposal fee

New Scrap Tire Program

- Scrap tire processors will be permitted
 - Must move out 75% of annual in-flow
 - Storage to reduce likelihood of fires
 - Finite limit on # of tires that can be stored on site
- Scrap tires that are sold/transported off site are considered as a “commodity”, not regulated as a solid waste
- Establish off-site storage regulation

New Scrap Tire Program

- Phased in program
- Scrap tires able to go to county drop off sites for a defined period of time (1 year?) and contracts still to be honored
- Opt-out clause for rural counties with less than a defined number of scrap tires per year

TDEC Programs

- Enforcement
 - Grants to law enforcement agencies to educate on new regulations
 - Visits to retailers & processors
- Market Development
 - Develop “BUD” for many accepted applications
 - Work w/rural counties to find local solutions
 - Survey current markets and identify potential uses
 - Educate potential end users of benefits

Benefits to Counties

- Takes counties of scrap tire business
- Eliminates unfunded costs to counties
- Allows for pile clean up w/o cost to counties
- Reduces likelihood of future dumping
- Lowers overall cost of tire collection system

Stockpile Clean up Program

- Stockpile abatement
 - Counties would report known piles to TDEC
 - TDEC would create a priority list
 - TDEC would begin clean up programs
 - Piles created where owner had financial gain would be responsible for clean up or state will clean up but charge owner or place lien on property
 - Piles create w/o financial gain would be cleaned up without cost to owner