

# Draft Proposals

## Tennessee Waste Tire Task Force



## **Modifications to Existing System:**

**(Continue reimbursement county by county with no  
“used” tires eligible for waste tire grant funds)**

## Modifications to Existing System:

Coordinate with the Department of Revenue to allow more counties access to tire dealer estimated sales (ongoing).

## Modifications to Existing System:

Implement on-line electronic manifesting system through Re-Trac. Counties opting out of the Re-Trac system would continue with paper manifesting system and receive reports of tire generator receipts to assist county with program monitoring

## Modifications to Existing System:

Change waste tire manifest to include stronger certification language that all tires have had the tire pre-disposal fee collected/paid, and that making false claims is punishable by law.

## Modifications to Existing System:

Counties will form cooperatives (tire hubs) to maximize movement of tires to recycling and improve cost effectiveness of tire programs. TDEC may approve establishment of all tire hubs and provide incentives contingent on availability of necessary funds

## Modifications to Existing System:

Counties will use contracts to incorporate tire materials in parking lots, playgrounds, walking tracks, mulching around county/municipal buildings, etc. in quantities equal to at least 10% of total tires collected and recycled in the county on an annual basis. TDEC would provide incentives if goal is reached contingent on availability of necessary funds

## **Modifications to Existing System:**

### **Legislation Required:**

**(Expands existing program with “used” tires eligible for waste tire grant funds)**



## Modifications to Existing System: Legislation Required:

Enact legislation to add the collection of pre-disposal fees for waste tire management on used tires in addition to existing tires on which tire pre-disposal fees are paid.

## Modifications to Existing System: Legislation Required:

Modify grant program to allow reimbursement for collection and recycling of all tires for which a tire pre-disposal fee has been paid.

## Modifications to Existing System: Legislation Required:

Counties and TDEC Environmental Field Offices will supply SWM with a complete inventory of legacy illegal tire dumps for prioritizing and scheduling cleanups. Inventory will also contain property owner information, approximate size of tire piles as is currently being done. After legacy illegal tire dumps are cleaned up, TDEC will pursue enforcement against property owners seeking recoupment of cleanup funds for the unpermitted waste tire site. These cleanups will be accomplished under existing enforcement procedures.

## **New Approach to Waste Tire Management requiring Legislation: (Market Driven)**

Enact legislation to eliminate the existing program and establish a new program. Fees would continue to be collected as they are now at the current rate on the same tires for which a tire pre-disposal fee is now being paid.

# New Approach to Waste Tire Management requiring Legislation: (Market Driven)

Pre-disposal fees collected would be dedicated to tire initiatives (enforcement, unpermitted waste tire site abatement, collection and disposal of “orphan” tires and education) and not available for other purposes

## New Approach to Waste Tire Management requiring Legislation: (Market Driven)

Counties and TDEC Environmental Field Offices will supply SWM with a complete inventory of legacy unpermitted waste tire sites for prioritizing and scheduling cleanups. Inventory will also contain property owner information, approximate size of tire piles as is currently being done. After legacy unpermitted waste tire sites are cleaned up, TDEC will pursue enforcement against property owners seeking recoupment of cleanup funds for the unpermitted waste tire site. These cleanups will be accomplished under existing enforcement procedures.

## New Approach to Waste Tire Management requiring Legislation: (Market Driven)

Enact legislation for registration/permitting/bonding of tire haulers and processors (10?? or more tires) with reporting requirements documenting movement of tires throughout the state.

# New Approach to Waste Tire Management requiring Legislation: (Market Driven)

Develop rules for enforcement of tire hauler responsibilities



**New Approach to Waste Tire Management requiring  
Legislation:  
(Market Driven)**

Establish criminal and civil penalties for violations of rules/regulations by haulers; impose stiff penalties for violations.

**New Approach to Waste Tire Management requiring  
Legislation:  
(Market Driven)**

Establish responsibility for tire recycling at the point of sale taking counties out of the waste tire handling business.

# New Approach to Waste Tire Management requiring Legislation: (Market Driven)

Require tire dealers to use registered/permitted/bonded  
tire collector/hauler

## **New Approach to Waste Tire Management requiring Legislation: (Market Driven)**

Enact regulations for collection, storage and processing of scrap tires. Auto salvage yards would have to remove 75% of annual inflow. Processors would be required to process and remove 75% of annual inflow, establish storage to reduce likelihood of fires, limit number of tires that may be stored on site. Establish off-site storage regulations for processors.

# New Approach to Waste Tire Management requiring Legislation: (Market Driven)

Tires sold/transported off site are “commodity” not regulated as a solid waste

## **New Approach to Waste Tire Management requiring Legislation: (Market Driven)**

TDEC promotes markets for tire materials, including developing additional beneficial uses of tire materials; working with rural counties to find local solutions; survey current markets and identify potential uses; educate potential end users of benefits of using tire products.

# New Approach to Waste Tire Management

## ***Discussion***