



Newsletter

www.tyrerecovery.org.uk

Winter/Spring 2025

ETRA 2025, 25th-27th MARCH

This year's ETRA Conference will be back in its traditional March slot and will mark the 30th year of this key recycling event. The 2025 programme of set piece presentations and networking opportunities will be as challenging and enlightening as ever at this time of developing opportunities in the ever more important business of tyre recycling. Thirty years ago, ETRA got us all thinking, today our industry is coming of age so there is much to celebrate. **Congratulations ETRA!**



30 YEARS OF TYRE RECYCLING:
Innovations to Build the Future

25-27 March 2025
Le Louise Hotel, Brussels



WE MEET WITH TYRE STEWARDSHIP AUSTRALIA



In late November, we were pleased to renew our links with Tyre Stewardship Australia (TSA) when Chief Executive Officer Dr. Lina Goodman and Chair of Australia's Tyre Industry Council Silvio de Denaro included London in their visit to Europe. Pictured from left to right are Ewan Scott, Editor of Tyre and Rubber Recycling magazine, Silvio de Denaro, Peter Taylor, TRA Secretary General and Lina Goodman.

About TSA: A voluntary stewardship body, TSA has grown in the last ten years by bringing together participants from across the tyre supply chain including tyre retailers, scrap tyre collectors, recyclers, fleet managers and local councils. This network aims for responsible management of ELTs by facing challenges and finding solutions together, currently without mandatory regulation. To date, through its work, TSA has contributed more than \$10 million AUS to a number of projects that have increased the use of tyre-derived products including 32 road projects, 14 research projects, 11 civil engineering projects, 10 manufacturing and mining projects and 5 railway projects.

INDIA'S TYRE MANUFACTURERS CALL FOR ELT IMPORT BAN

The Indian Automotive Tyre Manufacturers' Association (ATMA) has called for an immediate ban on waste tyre imports, citing a more than fivefold increase in such imports since fiscal year 2020-21. Already facing the progressive implementation of government-mandated Producer Responsibility targets for tyre recycling the recent dramatic increase in imports of waste end-of-life tyres from the UK, EU and North America is undermining this goal.

The Tyre Recovery Association (TRA) represents the UK's tyre recovery sector, which processes over 40 million used tyres every year. A key role is to represent and promote good practice within the tyre recovery sector and to provide an externally audited, legally compliant tyre collection and recovery service which provides protection and peace of mind for all those who generate waste tyres across the UK.

INDUSTRY SPEAKS –

A POWERFUL JOINT PLEA TO DEFRA SECRETARY OF STATE THE RT. HON. STEVE REED MP

In an open letter supported by all four tyre industry bodies we urge government to recognise what needs to be done to achieve our ambitions for a timely Circular Economy in our sector.

Dear Secretary of State,

We write to you on behalf of the Tyre Industry of the UK. The trade bodies we lead represent, manufacturers, retailers, distributors, collectors and reprocessors of tyres. We look forward to your engagement on the issues we raise, issues that have immediate bearing on the objectives you and the Labour government have set to protect nature and the environment. Specifically, the agenda you set your civil servants on arrival at DEFRA to create a roadmap to take us to a zero-waste economy.

For the last quarter of a century we have been promoting, and encouraging our members and our national regulators towards, an economy where resources are reused and recycled, creating new jobs and investment to protect nature and reduce our environmental impact. We very much welcome your ambition to support sustainable economic growth by driving up resource efficiency and reducing emissions and waste.

The rapid review of the EIP you announced at the end of July is a welcome opportunity to revitalise a stalled waste tyre policy process. Your political predecessors in DEFRA spoke of the creation of a circular economy. Each of our trade bodies have championed steps and measures that would advance a circular economy and will play an essential part in the delivery of your zero-waste vision. Disappointingly, despite apparent political ambition for change, we are now in October 2024 and the necessary political action has not followed the welcome rhetoric when it comes to UK waste tyre management.

The EIP is a moment to energise the UK's tyre waste and recycling industries. But action can be taken now, before the completion of the EIP review. There is no need to wait for a new roadmap on these specifics.

As stated in the TRA's letter to you dated 18 July, over 40 million used tyres are processed annually in the UK. Latest figures show more than 300,000 tons of UK end-of-life tyre are exported per annum, which is far too many given that the UK has at least 150,000 tons of idle domestic processing capacity. This must be reflected in the EIP and any roadmap to create a zero-waste economy. What our members need, however, is action now. Not new action but the implementation of the rules that have been stalled.

continued on page 2

- Ending T8 exemptions (announced some years ago, but no action has followed. Scottish authorities ended T8 exemption in 2018)
- Ending exports of whole end-of-life car tyres (ELTs) (as Australia has demonstrated, a simple and effective means of addressing environmental concerns and ensuring domestic capability)

Given the industry consensus, government's commitment to end T8 exemptions and the subsequent initiation of the necessary parliamentary process, we would like to know if you are ready to consider using an 'operational condition', available to you as Secretary of State, to stop the current inadequate regulatory regime British tyre operators are working under?

Using such a device will save parliamentary time and demonstrate an immediate success for you. To make this happen, we hope you are willing to do what your recent predecessors did not, ask your officials to update you on this policy and present the procedures open to you to immediately take steps to progress the aims you have set your department.

At the end of last month, you told the Labour Party conference that as this government will "end the throwaway society by creating new jobs reusing and recycling materials as we work towards a circular economy that protects nature and our precious climate." As the electric vehicle revolution continues apace the weight of used tyre waste that needs to be managed will also increase. The UK has the domestic capability to handle more of that waste. Yet current regulations encourage exports, to the detriment of our recycling industry and its future development. Further, the measures we are calling for will provide investors with the confidence required to deliver the next generation of technological solutions and strengthen domestic resilience. Shred only export immediately places the waste product in a more regulated and accountable framework, domestically and abroad (as Australia has demonstrated). Irresponsible export of waste is no longer acceptable.

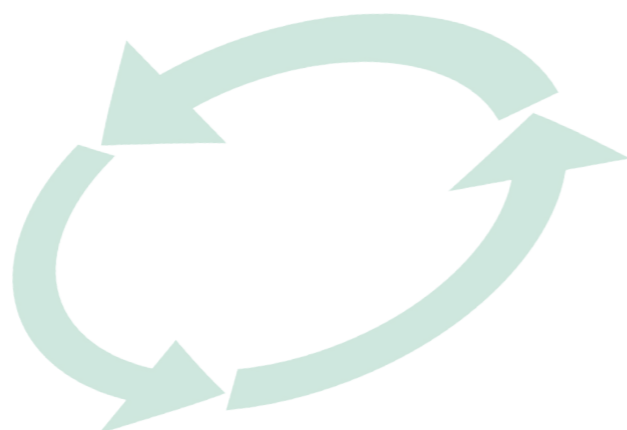
Now is the time to take the urgent action necessary for the national interest. We look forward to your reply and would welcome the opportunity to provide more detail to you in a personal briefing, if necessary.

Yours sincerely,



Peter Taylor OBE
Secretary General

With the support of:
Alfred Graham
The Imported Tyre Manufacturers' Association
Darren Lindsey
The British Tyre Manufacturers' Association
Stefan Hay
The National Tyre Distributors' Association



THE 2024 TRA BRIEFING DAY

Our annual Briefing Day held back in September was widely hailed as our most successful and best attended yet. Described by our trade press as a vibrant forum for leaders and stakeholders from across the tyre recovery sector we set ourselves a high bar.



Former Defra Secretary of State, George Eustice delivers the keynote address.



Dr. Chas Ambrose, Director, Vehicle Recycling Association



Simon Hodson, Director of Analysis, Astutus Research



Sam Brackley, Senior Advisor, CBD Reg Reform Project Technical Lead, Environment Agency



Arthur Wagner, REGOM Tyre Reuse Solutions



Darren Lindsey, Chief Executive, British Tyre Manufacturers' Association

THE EU TIGHTENS SCREW ON WASTE EXPORTS INCLUDING TYRES

First announced in the spring of 2024, the EU is moving forward in its mission to better regulate waste exports generally and tyres in particular. Citing that economic growth and globalisation have led to a worldwide increase of waste transport across borders by road, rail and sea, it will initially target recipients of waste in non-OECD countries. Those OECD countries willing to continue recovering non-hazardous (Green List) waste from EU countries must have submitted a formal request to do so no later than 21st February 2025, failure to do so will result in such shipments being prohibited.

These new rules will formally apply from 21st May 2027. Non-OECD countries willing to continue to receive non-hazardous waste and who have met the EU deadline for permission to do so must also demonstrate they treat waste tyres in an environmentally sound manner as per Annexes VIII and IX of the regulation and be subject to independent environmental audit. An independent EU Waste Shipment Enforcement Group will monitor compliance.