



EPR for Tires in Connecticut

December 13th, 2023

Topics

- USTMA Update – John Sheerin, Director End of Life Tire Programs, U.S. Tire Manufacturers Association
- Connecticut EPR Overview
- Implementation Lessons Learned

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Connecticut Tire EPR Overview

1. Producers (i.e. tire brand-holders or importers) must be a part of a Tire Stewardship Organization by January 1, 2025 – cannot sell in Connecticut if not a part of a TSO
2. The TSO must submit a Tire Stewardship Plan for Connecticut, and once approved, implement & report against the Plan
3. The Plan must describe the TSO's: approach to provide an accessible collection system free of charge to public (transfer station, retailer, auto garage, fleet maintenance, etc.) & the EOL tire recycling system (hauling and processing), the funding mechanism, performance goals, public education plan, end-market development.

- Passenger car
- Motorcycles
- Trucks
- Busses
- Non-commercial aircraft
- Agricultural, mining, logging, and industrial
- “vehicle that provides mobility”



- Bicycle tires
- Toys
- Commercial aircraft
- Personal mobility devices – scooters, wheelchairs



Intent of Connecticut Tire EPR*

1. Virtually eliminate illegal tire dumping
2. Save municipalities money in avoided disposal fees
3. Create new markets for discarded tire derived products



* from Solid Waste Advisory Committee Presentation June 29, 2023

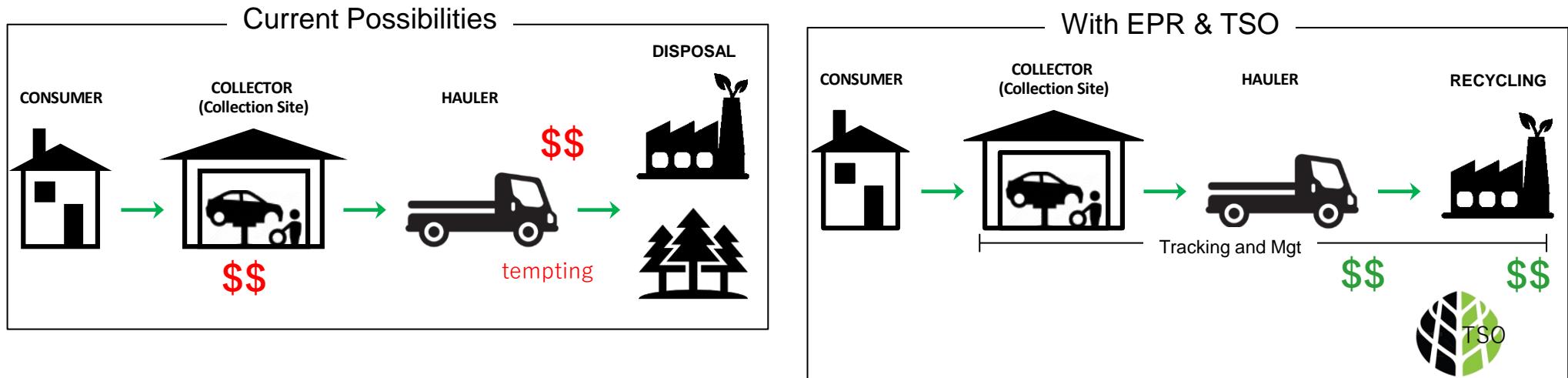
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Virtually Eliminate Tire Dumping

How would EPR virtually eliminate illegal tire dumping?

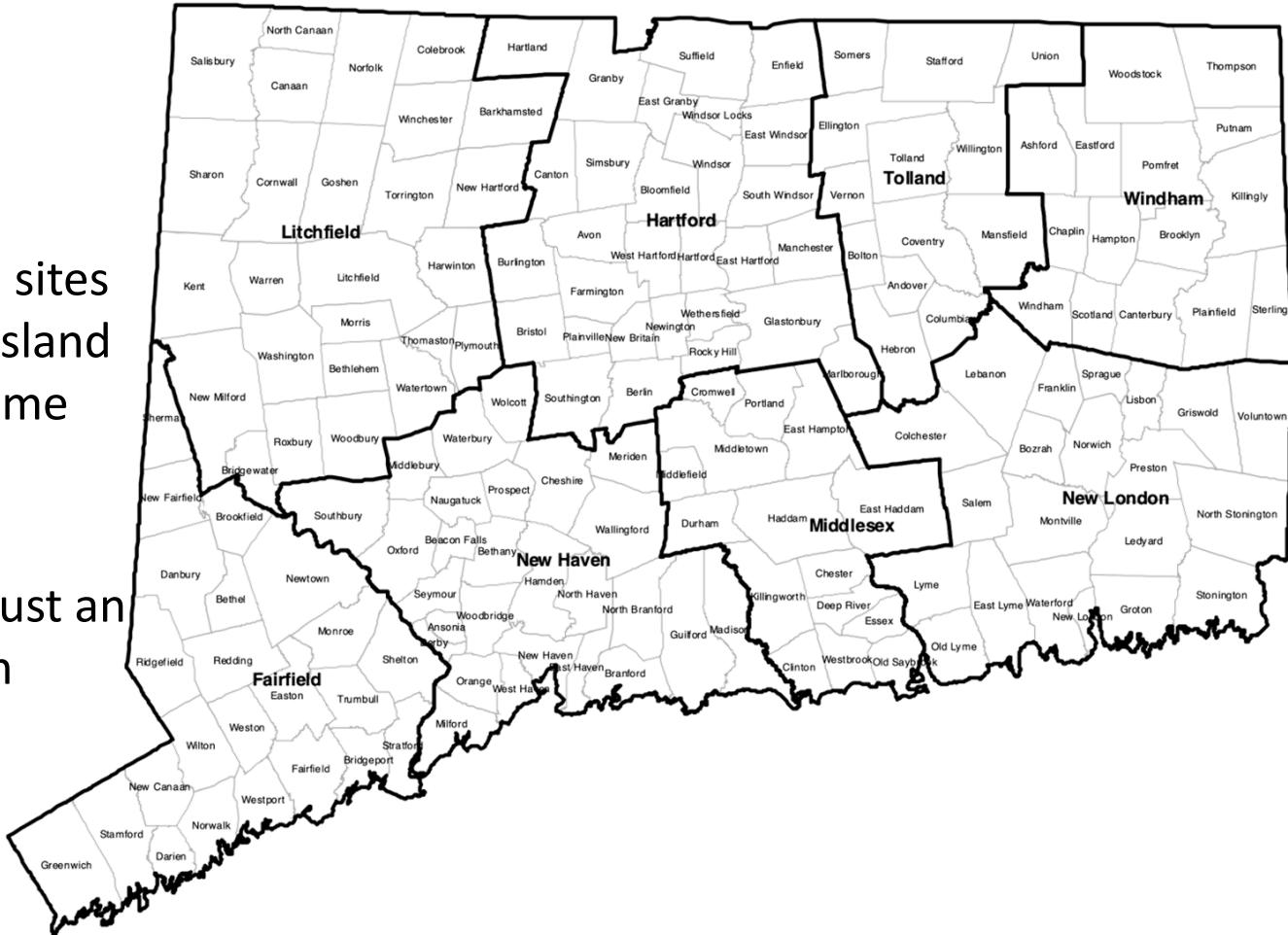
- Moves from collection site cost of a to a “free” service provided for a collection site.
- Align incentives of collection sites, haulers and processors via TSO
- Introduce accountability in EOL Tire Management



Virtually Eliminate Tire Dumping

Considerations:

- How are legacy stockpiles or existing tire piles dealt with?
- Municipalities and collection sites bordering New York, Rhode Island and Massachusetts can become targets for dumping and “Dumping”
- Emphasizes the need for robust an EOL tire management system



Free Riders

Producers doing their fair share:

- Border states selling to Connecticut consumers? What enforcement does DEEP/TSO have in other states?
- *“Any producer who fails to participate in a tire stewardship program authorized pursuant to this section shall not supply tires in this state”*. Will there be a DEEP Registry? What is the process to report “free riders”? How is the law enforced, and by who?



What does 2024 look like?

Tire TSO Mobilization in Connecticut:

- Establishing TSOs, developing business plan and tire stewardship plan
- Stakeholder consultations
- Preparation for operation (eg. service provider selection, contracts, etc.), reporting and organizational infrastructure, technology selection and pre-implementation

Questions



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