

WASTE DISPOSAL - TYRES

5542. Hon Paul Llewellyn to the Parliamentary Secretary representing the Minister for the Environment
I refer to the Minister's media statement of 14 July 2007 announcing his 'new plan for old tyres' and ask -

- (1) How many tyres are disposed of in landfill each year now?
- (2) Which landfills take used tyres now and in what quantities?
- (3) How will the Minister's 'new plan for old tyres' be implemented?
- (4) Which dedicated landfill sites will receive the baled tyres from January 2008?
- (5) How is the tyre recycling industry to 'take up the challenge of increasing tyre recycling in Western Australia' in the period between January 2008 and January 2011, when the land filling of used tyres will be banned?
- (6) How will the ban 'eliminate the majority of tyres going into landfill'?
- (7) Is there a strategy of industry encouragement and assistance in place?
- (8) If yes to (7), what is that strategy?
- (9) If no to (7), why not?
- (10) How will the used tyre recycling industry start flourishing as required in the next three years?
- (11) The Minister states, 'It's quite incredible that they can take a worn out old black tyre and create colourful surfaces for playgrounds or walking paths for horses which I am told they love. And the market for these types of products is huge'. What market research has been undertaken to justify these statements?
- (12) What is the Government doing to encourage the tyre recycling industry?

Hon SALLY TALBOT replied:

- (1) Approximately 4.23 million Equivalent Passenger Units of waste tyres, which roughly equates to 2 million tyres, were disposed of in Western Australia in 2005, which is the latest period for which accurate information is available.
- (2) All regional landfills and mine site landfills can accept used tyres, however there is limited information available on the current quantities of disposal at these sites.

With respect to used tyres generated in the metropolitan area, the vast majority go to two landfill sites, with figures for 2006 being 5,182 tonnes to the Australind Sand Supplies landfill site, and 3,770 tonnes to the Brookton landfill site.
- (3) The plan will be implemented in a two-staged process. From January 2008 all waste tyres within a Tyre Landfill Exclusion Zone that have not been recycled will require baling and landfilling in dedicated landfill cells.

The second stage of the plan will apply from January 2011, with a total ban on the disposal of tyres to landfill within a Tyre Landfill Exclusion Zone. The staged introduction of a total ban allows time for the tyre recycling industry to invest in tyre reprocessing infrastructure, and it allows the Government time to provide further assistance if necessary.
- (4) The Brookton and Australind sites both currently bale and monofill tyres. It is anticipated that they will continue to do so from January 2008. Additional sites are yet to be confirmed.
- (5) The tyre recycling industry is confident that the demand for additional tyre derived products (at the right price) is greater than their current ability to supply. By implementing its two-stage strategy, the Government has taken appropriate action to ensure that it is now more viable for the tyre recycling industry to invest in reprocessing infrastructure and tyre recycling generally.
- (6) The ban will eliminate tyres going to landfill through regulation.
- (7) Yes.
- (8) In the first instance, the tyre recycling industry has been assisted by the two stage strategy for banning the disposal of waste tyres to landfill. The tyre recycling industry has been pushing for increased regulation of tyre disposal and the Government has responded to that request, with encouragement and assistance to industry to invest in reprocessing infrastructure and tyre recycling generally.

In addition, Reclaim Industries was awarded a \$125,000 grant earlier this year, under the Government's Strategic Waste Initiatives Scheme, to investigate the feasibility of recycling large "Off-The-Road" tyres from the mining industry.

The Government is maintaining an active dialogue with stakeholders, and will identify any areas that may require further assistance and development.

- (9) Not applicable.
- (10) It is expected that the tyre recycling industry will be in a position to make viable business investments in recycling infrastructure and tyre recycling generally.
- (11) In November 2006 a Final Report on Technology and Market Development for Tyre Derived Products was prepared by URS Australia for the Department of Environment and Conservation in conjunction with the Department of Industry and Resources.

The report identifies the Western Australian tyre derived product markets, and indicates that the potential use for recycled tyre derived products is some 14.5 million Equivalent Passenger Units, or in the order of almost 54 times the volume of tyres that are currently recycled in Western Australia.
- (12) See the answers to (3), (7) & (8).