

Tired of Tires?

Solving Arkansas's Waste-Tire Problem



Over 3 million tires were collected in Arkansas in 2023.

Arkansas is on track to collect even more this year.

But all waste tires are not reported — they're in illegal dumps, ditches, and piled up in hidden places.



**Out of sight,
out of mind.**

Arkansas's tire program was changed in 2017.

Collection, hauling, and processing funded by a \$3 per-tire rim-removal fee.

\$3 per tire, regardless of tire size (*the average weight of a passenger tire is 25 lbs.; truck tire is 110 lbs.; XL tire is 250 lbs.*)

With off-the-top take-outs, the net available revenue is \$2.31 per tire.*

**Source: Arkansas Legislative Audit*



**It's
unrealistic.**

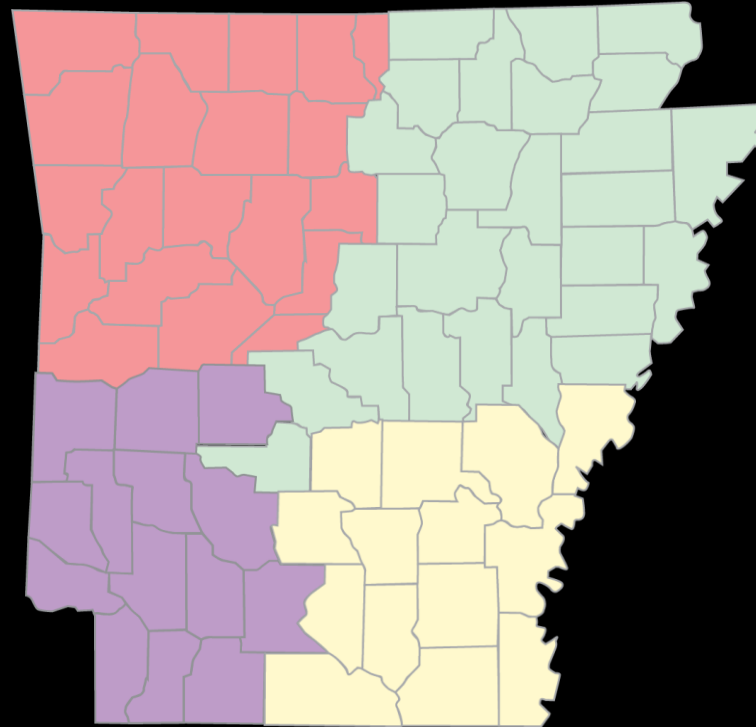
DEQ approves per-tire reimbursement rates for each tire district.

District 1 per-tire rate: \$2.82

District 2 per-tire rate: \$2.86

District 3 per-tire rate: \$2.80

District 4 per-tire rate: \$2.90



Net available revenue per tire is \$2.31.



**Simple
Arithmetic.**

One quarter's collections demonstrated the fee was not enough to fund the program.

Collections stopped. Tires piled up.

The legislature had to provide \$1 million in emergency funding.



**It could
happen again.**

All tires sold will eventually wear out.

But, the \$3 fee is *not* collected on all tires.



**That's
Unfair.**

No increase in the \$3 fee. Keep it as is.

Apply the existing fee to tires on new vehicles sold at dealerships.

Remove the \$1 fee on used tires.



**That's
fair.**

**Some extra-large tires cost \$200+
to transport and process.**

Establish an across-the-board \$30 fee for
all XL tires. *(Tire districts now may set
individual and different XL fees.)*



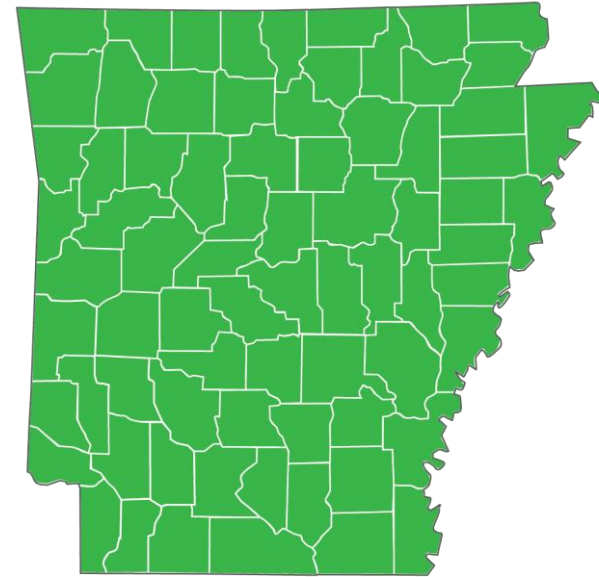
**Realistic,
predictable, and
consistent.**

Collection and hauling of waste tires in every county are critical.

Make permits easier for private retailers to volunteer as public collection centers.

Support landfills, processors, and road departments to collect manifests (*manifests follow the tires for accurate reimbursement of per-tire costs*).

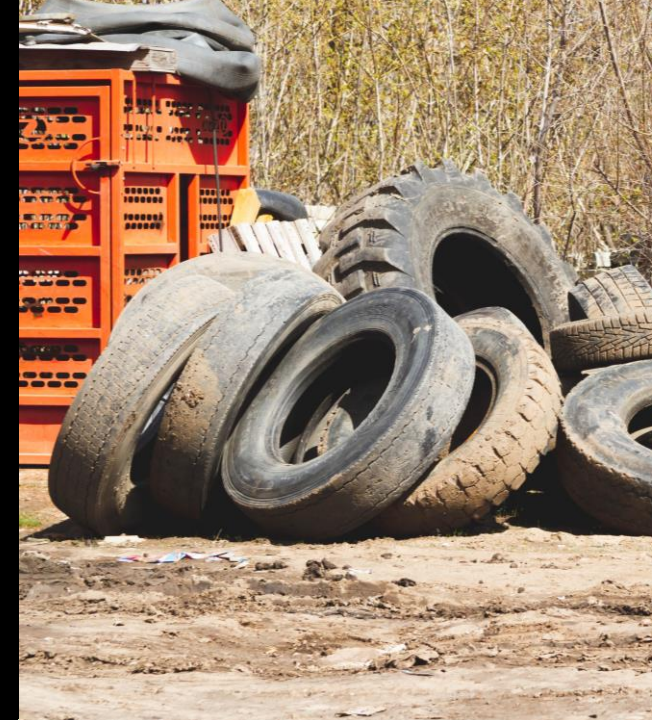
Improve efficiency of districts to pick up tires, haul for processing, and transport to markets.



Making the program make sense.

Rural areas require waste-tire collections as much as urban areas.

Need adequate tire-program revenue to fund longer hauls for less tires.



No tire left behind.

There are economic development markets for the beneficial use of old tires.

Steel industry in northeast Arkansas (*steel wire and carbon*).

Tire-derived fuel for cement plants and paper/pulp mills.

Playground and landscape mulch.

Engineering – erosion and flood control.

Rubber-modified asphalt.



**Supporting
private-sector
job creation.**

Legislative action can help solve Arkansas's waste-tire problem.

Apply existing \$3 per-tire fee to new car dealership sales and imported tires.

Fund collection and processing of XL tires with a consistent \$30 XL tire fee.

Remove \$1 used tire fee.

Restore the truck tire fee to \$5.

Index per-tire rates to inflation.

Reimburse tire districts monthly (*instead of quarterly*) for per-tire costs.

Simplify permitting for volunteer collection centers.

Incentivize markets for public-private partnerships.



**Long-term
Solutions.**



Thank you for your concern and consideration.

