

# Five-Year Plan

## Scrap Tire Management in Texas



Texas Commission on Environmental Quality  
Waste Permits Division  
February 2020



# Table of Contents

Introduction .....	1
Overview of the Scrap Tire Program.....	1
History of the Scrap Tire Program .....	1
Types of Registrations.....	1
Annual Reporting for Scrap Tire Transporters, Facilities, and Storage Sites .....	3
Annual Report Process .....	3
Annual Report Findings .....	4
Annual Reporting Challenges and Opportunities.....	6
Goals for Annual Reporting.....	6
Registered Scrap Tire Generators.....	6
Goals for Registered Scrap Tire Generators.....	7
Unauthorized Sites .....	7
History of Unauthorized Sites in Texas .....	8
Challenges to Abatement Efforts .....	9
Successful Abatement Efforts.....	9
Changes Related to the Non-Hazardous Secondary Material Rule .....	9
Goals for Reducing Known Unauthorized Tire Sites.....	10
Developing and Coordinating Partnerships.....	10
Goals for Developing and Coordinating Partnerships.....	11
Resources for the Public and Local Governments .....	11
Goals for Providing Resources to the Public and Local Governments .....	12
Conclusion.....	12
Summary of Goals for the Scrap Tire Program .....	13

## List of Figures and Tables

Figure 1. Scrap Tire Management Stream.....	2
Figure 2. Number of Scrap Tires Managed in Texas from 2014 to 2018.....	4
Table 1. End-use Types by Year from 2014 to 2018 .....	5
Figure 3. End-use Types by Year from 2014 to 2018.....	5
Figure 4. Map of Unauthorized Tire Sites.....	8

## Abbreviations

30 TAC	Title 30, Texas Administrative Code
COG	Council of Governments
EPA	U.S. Environmental Protection Agency
LRPUT	Land Reclamation Project Using Tires
NHSM	Non-Hazardous Secondary Material
SEP	Supplemental Environmental Project
TCEQ	Texas Commission on Environmental Quality
TxDOT	Texas Department of Transportation

# Introduction

The *Five-Year Plan for Scrap Tire Management in Texas* is a comprehensive approach to address challenges facing scrap tire management in the state. The plan outlines a strategy for proper handling, storage, use, and disposal of scrap tires, identifies scrap tire management challenges, and establishes goals to improve scrap tire management in Texas. This inaugural five-year plan focuses on five subjects selected based on program priorities:

- annual reporting;
- registered scrap tire generators;
- unauthorized sites;
- developing and coordinating partnerships; and
- resources for the public and local governments.

## ***Overview of the Scrap Tire Program***

The Texas Commission on Environmental Quality (TCEQ) Waste Permits Division regulates the management of used and scrap tires in Texas under the authority of Texas Health & Safety Code Sections (§§) 361.011, 361.112, and 361.1125. The tire regulations in Title 30, Texas Administrative Code (30 TAC) Chapter 328, Subchapter F, Management of Used or Scrap Tires, outline regulatory requirements and standards related to used and scrap tire management activities. A scrap tire is a whole tire that can no longer be used for its original intended purpose. Owners or operators of regulated scrap tire management activities are required to obtain a TCEQ Scrap Tire Registration to ensure the safe management of scrap tires and protect human health and the environment. There are no application fees for obtaining a scrap tire registration or maintaining the registration.

The TCEQ Office of Compliance and Enforcement monitors scrap tire management activities in the state and evaluates compliance with TCEQ rules and initiates enforcement action(s) against violators if necessary. The TCEQ strives to ensure the proper management of scrap tire related activities, including the prevention of unauthorized disposal of tires.

## ***History of the Scrap Tire Program***

From 1992 to 1997, the state of Texas managed scrap tires under the Waste Tire Recycling Fund program financed by a prescribed recycling fee charged to consumers for every tire purchased. After the program expired on December 31, 1997, the state discontinued the mandatory fee, allowing tire dealers to set their own fees to cover their expenses of properly disposing of scrap tires. Since then, all scrap tire management activities have operated under a free-market system. Currently, there is no dedicated funding through application or disposal fees for the TCEQ Scrap Tire Program.

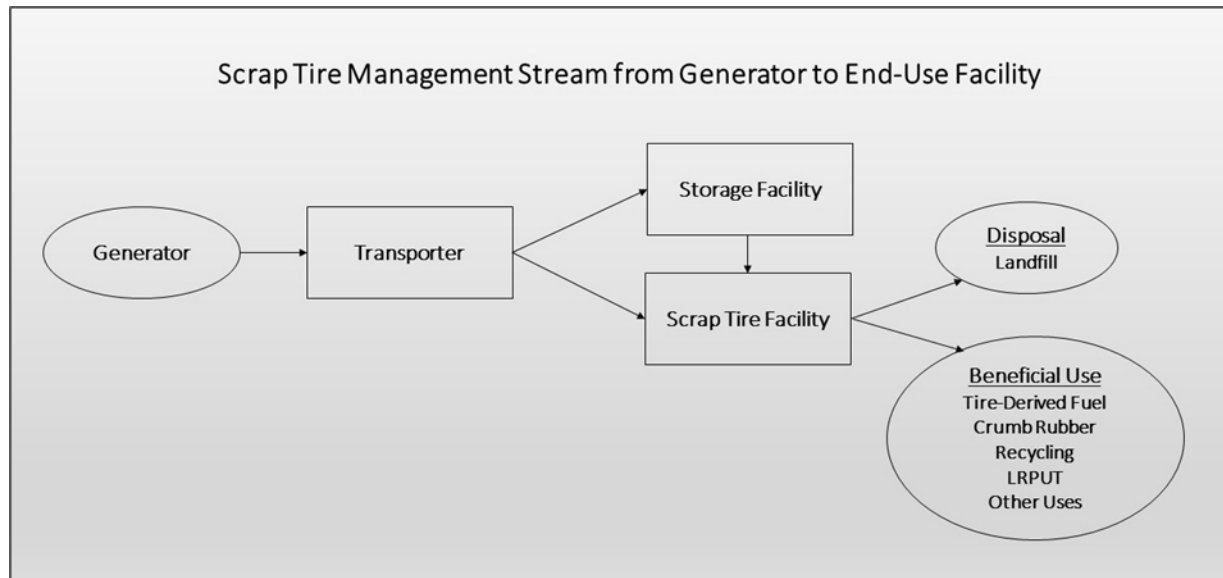
## ***Types of Registrations***

Regulated scrap tire activities include:

- scrap tire generation;
- scrap tire transportation;
- scrap tire processing, recycling, or energy recovery;
- scrap tire storage; and
- land reclamation projects using tires.

Figure 1 shows the scrap tire management stream from generator to end-use facility. As of February 2020, there are 12,063 scrap tire handlers registered with the TCEQ. A scrap tire handler is any entity involved in the scrap tire management stream, whether required or exempt from registering with the

TCEQ. In order to receive a registration, an applicant must meet all applicable requirements under 30 TAC Chapter 328, Subchapter F. More information on each registration type is provided in the following sections.



**Figure 1. Scrap Tire Management Stream**

## Scrap Tire Generators

Generators include tire retailers, automotive dismantlers, fleet operators, wholesalers, manufacturers, and recappers or retreaders. Generators may store up to 500 scrap tires without a registration if the tires are stored at the location where they are generated, however, are required to register to store more than 500 scrap tires. Generators who register with the TCEQ may store a combination of up to 500 used or scrap tires on the ground or up to 2,000 in enclosed lockable containers. General requirements, such as manifesting requirements and vector control, apply to registered generators and generators who are exempt from registering.

## Scrap Tire Transporters

Transporters collect and transport used or scrap tires or tire pieces for storage, processing, recycling, or energy recovery. All transporters, with a few exceptions, must register with the TCEQ. A manifest system is used by transporters to document the origin and end-use of scrap tires. General requirements, including submitting an annual report of activities to the TCEQ, apply to transporters.

## Scrap Tire Facilities

Scrap tire facility operations include energy recovery from tires, thermal decomposition, recycling, or processing. Processing includes activities such as cutting, grinding, shredding, baling, crushing, splitting, and recapping or retreading. Scrap tire facilities may store up to 500 tires on the ground or 2,000 tires in enclosed lockable containers without needing a separate storage registration. Energy recovery facilities and recycling facilities may store more than the standard amounts if using the 30-day supply rule, which allows the storage of an amount equal to the highest documented monthly number of consumed tires in a six-month period. When applicable, scrap tire facilities will complete the manifest as the end-use facility. Scrap tire facilities must submit annual activity reports to the TCEQ.

## **Scrap Tire Storage Sites**

Scrap tire storage sites store more than 500 used or scrap tires on the ground or more than 2,000 used or scrap tires in enclosed lockable containers. Scrap tires may not be stored indefinitely, but must be split, quartered, or shredded within 90 days of delivery to the storage site. An operator of a storage site must provide financial assurance for closure costs. Unlike other scrap tire registration types, scrap tire storage site registrations expire five years after issuance. To renew a storage site registration, owners or operators must submit a renewal application at least 60 days before the current registration expires. Scrap tire storage sites must submit annual activity reports to the TCEQ.

## **Land Reclamation Projects Using Tires (LRPUT)**

LRPUTs use tire pieces to fill, improve, or reclaim already excavated or disturbed land for the purpose of restoring the land to its approximate natural grade. The fill can be no more than 50 percent by volume of tire pieces along with inert fill materials. LRPUT operators are not required to submit annual activity reports to the TCEQ.

# **Annual Reporting for Scrap Tire Transporters, Facilities, and Storage Sites**

## ***Annual Report Process***

Scrap tire transporters, scrap tire facilities, and scrap tire storage sites must submit an annual report to the TCEQ and include information related to their tire management activities during the calendar year. The annual report for the preceding calendar year is due on or before March 1 on a form prescribed by the TCEQ. Scrap tire generators and LRPUTs are not required to submit an annual report.

Scrap tire transporters must report the following information using the Scrap Tire Transporter Annual Activity Report form (TCEQ-10311):

- tires collected from generators - number and type (passenger, truck, off-the-road) of whole used tires and scrap tires, and weight of tire pieces and shreds collected, listed by generator name and address; and
- tires delivered to destination or end-use facility - number and type of whole used tires and scrap tires, and weight of tire pieces and shreds delivered, listed by destination or end-use facility name and address.

Scrap tire facilities and scrap tire storage sites must report the following information using the Scrap Tire Facility and Scrap Tire Storage Site Combined Annual Activity Report form (TCEQ-10305):

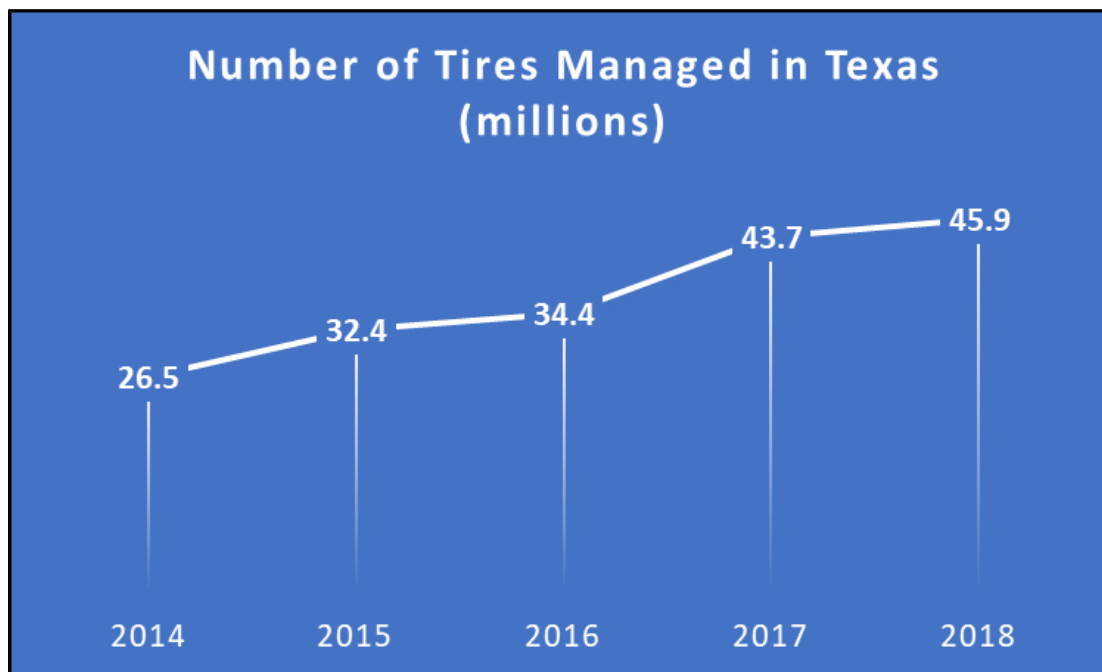
- tires received - number and type of whole used tires and scrap tires, and weight of tire pieces and shreds received from generators, transporters, or other tire facilities;
- tires processed or stored - number and type of whole used tires and scrap tires, and weight of tire pieces and shreds processed and stored at scrap tire facilities and scrap tire storage sites; and
- tires delivered to destination or end-use facility - number and type of whole used tires and scrap tires, and weight of tire pieces and shreds delivered, listed by destination or end-use facility name and address.

Annual reports are collected and analyzed to determine the approximate number of used and scrap tires handled for each end-use type during the calendar year. The TCEQ publishes a comprehensive report summarizing the results based on the total number of reports received. For this report, the TCEQ considers one scrap tire unit equivalent as one 20-pound scrap tire, regardless of size. The agency often receives fewer annual reports than the total number of registered entities required to

submit reports because entities fail to submit timely annual reports or fail to notify the agency when they are no longer in business or change mailing addresses.

### **Annual Report Findings**

In 2018, approximately 45.9 million tires were managed in Texas. The number of used or scrap tires managed in the state increased by over 55 percent from 2014 to 2018, as shown in Figure 2.



**Figure 2. Number of Scrap Tires Managed in Texas from 2014 to 2018**

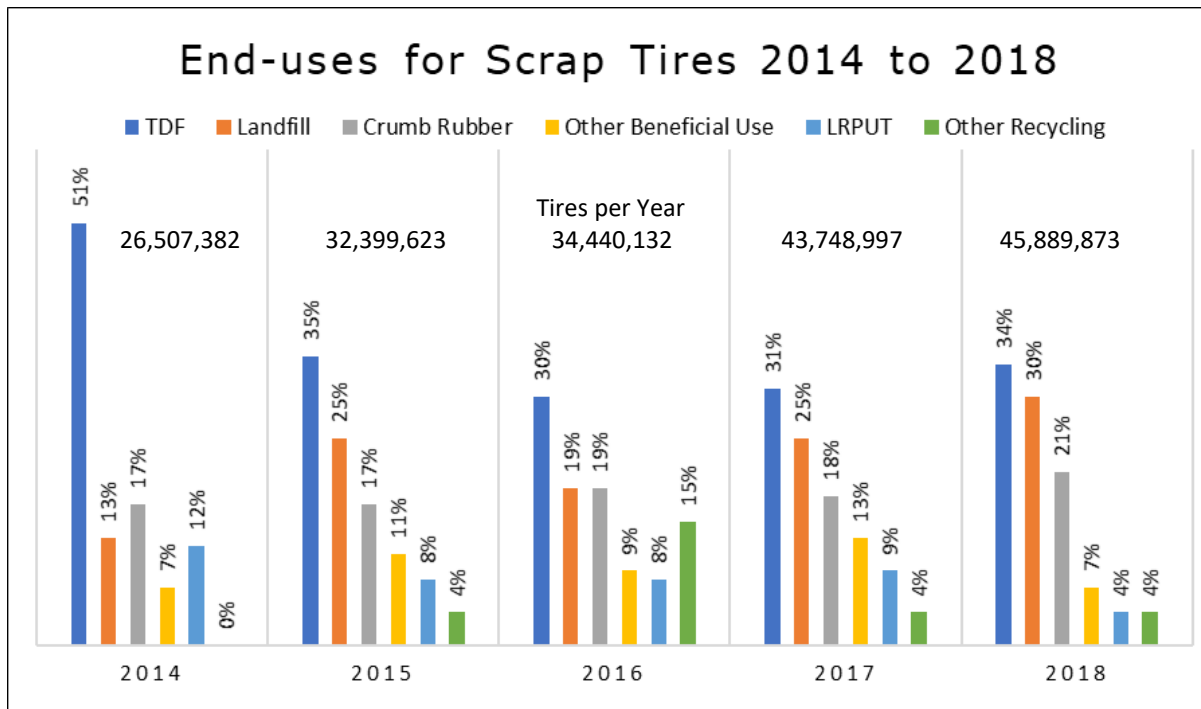
Potential reasons for this increase are:

- Texas's population increased by two million from 2014 to 2018. An increase in population generally leads to more cars on the road.
- Increased reporting from authorized facilities.
- In 2017, the TCEQ began using 20 lbs. as a passenger tire equivalent for consistency with regulatory rules and moved away from the previous 22.5 lbs. value.
- More tires are being managed properly, therefore more tires are accounted for in the management stream.
- An increase in remediation projects focused on cleaning up unauthorized sites.

The main use or disposition of whole used and scrap tires in Texas include the following broad categories: tire-derived fuel source, landfill disposal, crumb rubber production, other beneficial use, use in LRPUs, and other recycling. Table 1, *End-use Types by Year from 2014 to 2018* shows the total number of tires for each broad category, while Figure 3, *End-use Types by Year from 2014 to 2018* shows the percentages for each broad category. Tire-derived fuel is the most common end-use, followed by landfill disposal, and crumb rubber production. The total number of tires used for beneficial use, other recycling, and use in LRPUs account for less than 25 percent on average per year. More information on each end-use is provided in the following sections.

**Table 1. End-use Types by Year from 2014 to 2018**

Year	TDF	Landfill	Crumb Rubber	Other Beneficial Use	LRPUT	Other Recycling	Total
2014	13,612,918	3,412,607	4,586,370	1,777,177	3,118,310	0	26,507,382
2015	11,304,815	8,028,398	5,474,750	3,665,649	2,453,323	1,472,688	32,399,623
2016	10,163,036	6,703,075	6,666,800	3,050,573	2,813,327	5,043,321	34,440,132
2017	13,558,237	10,720,825	7,806,881	5,615,488	4,103,046	1,944,520	43,748,997
2018	15,599,449	13,875,682	9,816,961	3,045,214	1,956,872	1,595,695	45,889,873

**Figure 3. End-use Types by Year from 2014 to 2018**

### Tire-Derived Fuel

Historically, the highest end-use of used and scrap tires is for energy recovery and use as a fuel source. Currently cement kilns are the primary users of tire-derived fuel.

### Landfill Disposal

The second most common end-use of used and scrap tires are disposal in municipal solid waste landfills. State regulations specify that tires be split, quartered, or shredded before they are disposed of in a landfill. Scrap tire storage or processing activities at a landfill can be authorized through the landfill's municipal solid waste permit.



## Crumb Rubber

Crumb rubber is another commonly available end-use. To produce crumb rubber, steel and tire cords are removed and the tire shreds are ground to a granular consistency, with the aid of either cryogenic or mechanical means, to reduce the size of the particles. Crumb rubber can be blended into asphalt and used in various roadway projects. Crumb rubber is also used as an infill for synthetic turf fields.

## Other Beneficial Uses

Other beneficial uses include construction rings (tire ring base for traffic barrel drums), agricultural uses (e.g. stall mats, water and feed troughs), and production of tire mulch for landscaping. Beneficial use may not be consistently reported to TCEQ because the activity may not require reporting.

## Land Reclamation Project Using Tires

As of February 2020, there are 15 registered LRPUs in Texas, which may limit the number of tires used for this purpose. Approved projects restore land to its approximate natural grade to prepare or reclaim the land for reuse.

## Other Recycling

Used and scrap tires may be recycled to recover wire and steel. A tire is considered recycled when it can no longer be used and has been collected, separated, or processed and returned to use in the form of raw materials in the production of new products.

## Annual Reporting Challenges and Opportunities

The biggest challenge for reporting is compliance with the annual reporting requirements. In 2018, 41 percent of scrap tire transporters complied with the reporting requirements and 77 percent of the scrap tire facilities and scrap tire storage sites complied. Overall, reporting compliance for transporters has declined yearly since 2014. Although the number of tires managed in Texas is large, the number may be under-reported because not all scrap tire transporters, scrap tire facilities, and storage sites are reporting.

### ***Goals for Annual Reporting***

- *Identify methods to increase rate of annual reporting by transporters, scrap tire facilities, and storage sites.*
- *Determine appropriate uses of existing rules to suspend or revoke registrations for transporters, scrap tire facilities, and storage sites that do not submit annual activity reports for multiple consecutive years.*

## Registered Scrap Tire Generators

Currently, there is no mechanism in place requiring generators to report their active status. In 2019, over 12,280 generators were registered in Texas, with 12,000 registrations older than five years. There is a need to improve the accuracy of registered generator records in the scrap tire database because these records are used by multiple interested parties, including various areas of the TCEQ, legislators, governmental agencies, and the public.

In May 2019, the Scrap Tire Program mailed over 12,000 letters to registered scrap tire generators requesting a status of their scrap tire management activities. Of the 12,000 mailouts, the responses were:

- 700 registered generators cancelled their registration;
- 666 registered generators confirmed their business was still active and kept their registration active;
- 142 registered generators confirmed their business was still active and requested an amendment to update registration information;
- Over 3,000 letters were returned; and
- Over 7,500 registered generators did not respond.

The overall response rate was approximately 11 percent, therefore the status of most of the registered generators is unknown.

### ***Goals for Registered Scrap Tire Generators***

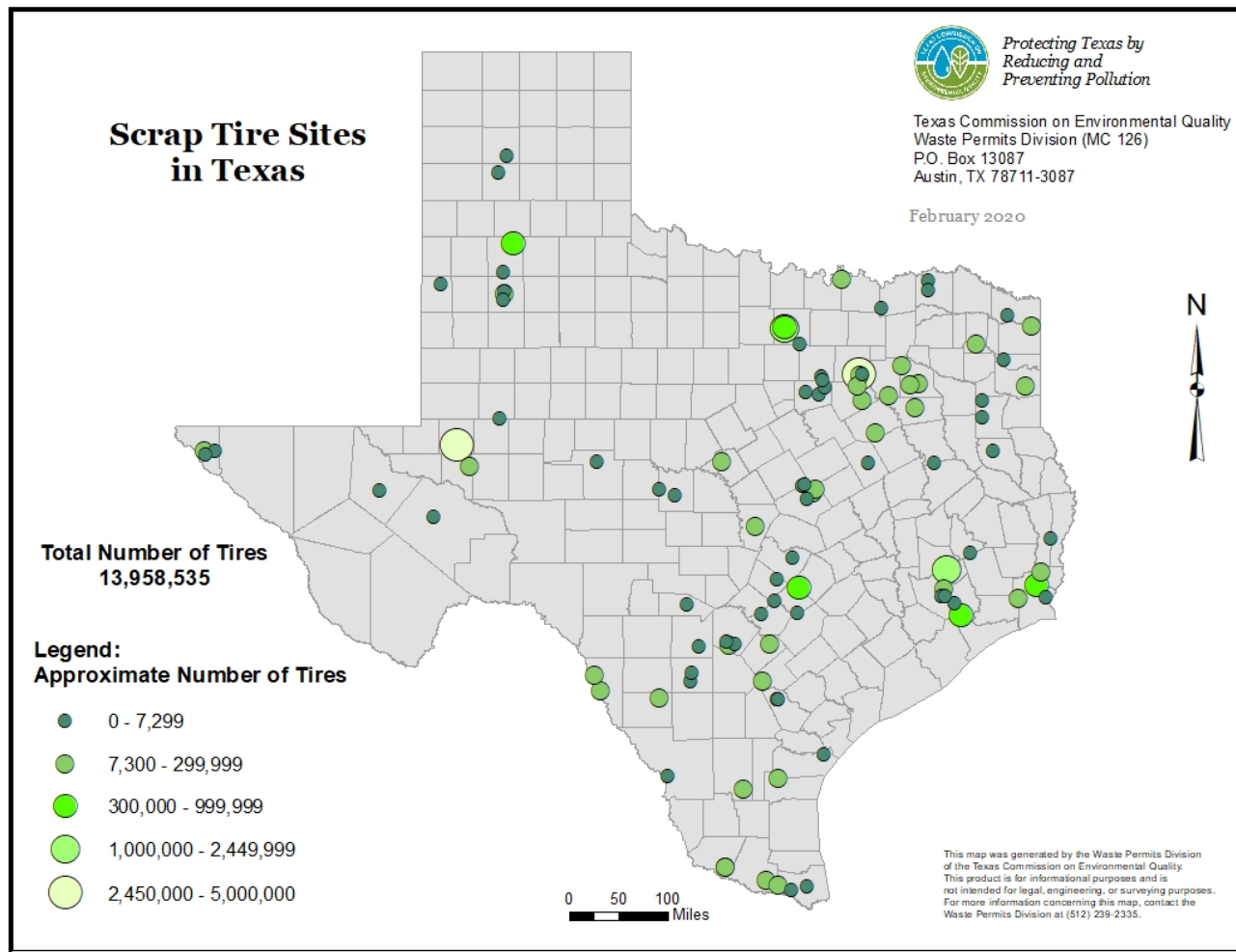
- *Identify available options for suspending or revoking registrations for generators who did not respond to the Scrap Tire Program's status request.*
- *Continue to record responses and update information in the scrap tire database.*

## **Unauthorized Sites**

The TCEQ maintains a list and map of known unauthorized scrap tire sites in the state. The locations, as of February 2020, are shown in Figure 4, along with information on the approximate quantity of tires. The number of tires at such sites ranges from a few hundred to a few million, for a total of approximately 14 million tires. Sites can be found in rural areas and in populated city centers and towns.

Unauthorized scrap tire sites can broadly be categorized as:

- New, generally small, unauthorized scrap tire piles that are reported to the TCEQ; and
- Legacy, generally large, well-documented scrap tire piles that may have been registered at one time.



**Figure 4. Map of Unauthorized Tire Sites**

### ***History of Unauthorized Sites in Texas***

Many of the large unauthorized tire sites were the result of registered scrap tire handlers not complying with scrap tire requirements. For example, registered scrap tire storage sites are authorized to store a maximum number of tires and process the tires within 90 days. Historically, some registered scrap tire storage sites accepted more than the authorized amount or did not process tires in a timely manner. Many of these sites were abandoned by the registrant and were referred to TCEQ's Office of Compliance and Enforcement. If compliance could not be attained, the site was referred to TCEQ's Office of Legal Services Litigation Division. The Litigation Division represents the executive director in administrative enforcement actions conducted at the State Office of Administrative Hearings, negotiates agreed enforcement orders, and pursues default orders.

Smaller sites may be the result of individuals conducting scrap tire management activities without a registration. For example, a property owner may consent to have a scrap tire transporter store used or scrap tires on their property without a storage site registration. Individuals or companies who conduct scrap tire management activities without a registration are difficult to track. These types of unauthorized sites are often unnoticed and therefore are not reported to the TCEQ. After an unauthorized site is reported, the TCEQ follows the same process to attain compliance as with registered scrap tire handlers. The TCEQ Office of Compliance and Enforcement pursues compliance and includes the Office of Legal Services, as necessary.

## ***Challenges to Abatement Efforts***

Unauthorized tire sites continue to be an issue throughout Texas. The TCEQ is not currently appropriated additional funds to remediate unauthorized tire sites. Property owners are responsible for cleanup, which can be costly. Limited financial resources are available for local governments who obtain the property of an unauthorized tire site. These resources are discussed in more detail on page 11, *Resources for the Public and Local Governments*.

Based on previous unauthorized tire site cleanups, costs generally range from \$2 to \$12 per tire, depending on site conditions. The cost to remediate an unauthorized site that is well developed with maintained piles is significantly less than the cost to remediate a site that is difficult to traverse with tires buried in heavy brush, dirt, or mixed with debris. Transportation costs are higher for sites that are further from authorized facilities, which increases cleanup costs. Additionally, tires must be processed prior to disposal in a landfill. Tires from unauthorized sites may be used as tire-derived fuel if in the proper condition, however tires from historic sites are often in poor condition for this use. This is discussed more under *Changes Related to the Non-Hazardous Secondary Material Rule*.

## ***Successful Abatement Efforts***

The TCEQ continues to partner with state and local governments, private businesses, and individuals on abatement efforts throughout the state. The Scrap Tire Program maintains a list of registered scrap tire handlers and makes the list available online. This list can be used to identify registered transporters or authorized facilities who can transport, and process scrap tires removed from unauthorized tire sites.

Since 2014, three known unauthorized sites with approximately 2.8 million tires have been remediated. Cleanups of unauthorized sites are often the result of joint efforts of public and private entities. Fully remediated sites include:

- Safe Tire Disposal in San Antonio, Texas with two million tires removed (2018);
- World Tire Recycling, Inc. in Brownsville, Texas with 104,000 tires removed (2018); and
- Camie's Tire Company in Gatesville, Texas with 750,000 tires removed (2019).

This is not a comprehensive list and may not capture cleanup efforts by individuals. Abatement efforts are ongoing at many known sites.

## ***Changes Related to the Non-Hazardous Secondary Material Rule***

Discarded scrap tires across the state now have an opportunity to be used as tire-derived fuel at cement kilns. In 2019, the U.S. Environmental Protection Agency (EPA) provided clarification on Non-Hazardous Secondary Materials (NHSM) rule and steps to process discarded scrap tires into non-waste fuel for cement kilns.

The NHSM regulations, under the Resource Conservation and Recovery Act, identify which NHSMs are, or are not, solid wastes when burned in combustion units as ingredients or fuels. Scrap tires that are not discarded and are managed under the oversight of established tire collection programs, including tires removed from vehicles and off-specification tires, are not considered solid waste when used as fuel. Prior to EPA's decision, tires from an unauthorized site were considered solid waste when used as a fuel in a combustion unit and the combustion units were subject to more stringent emission standards. Cement kilns in Texas, the primary users of tire-derived fuel, are typically not designed to meet the more stringent emission standards.

In 2019, the EPA provided clarification that "unmanaged" tires from unauthorized tire sites could be used as fuel by cement kilns, without the more stringent emission standards, if certain conditions are met. During processing, 2 to 10 percent of wire must be removed from tires prior to use as fuel, rather than up to the previous 90 percent. This clarification opened the potential for the 14 million tires in unauthorized sites to be used in cement kilns as fuel.

### ***Goals for Reducing Known Unauthorized Tire Sites***

- *Create scoring criteria to identify critical unauthorized tire sites and make criteria publicly available.*
- *Promote tires from unauthorized sites as a resource to energy recovery facilities, recyclers, and crumb rubber manufacturers.*
- *Develop a tracking system for abatement efforts that include end-uses other than landfill disposal.*
- *Continue coordination with state and local abatement efforts.*

## **Developing and Coordinating Partnerships**

There are many opportunities to develop partnerships within and outside of the TCEQ to improve the management of scrap tires in Texas. The TCEQ Scrap Tire Program should play an important role in these future partnerships.

Several programs in the TCEQ are involved in scrap tire management. The Scrap Tire Program, which reviews applications and issues scrap tire registrations, is within the Waste Permits Division. The Office of Compliance and Enforcement investigates scrap tire handlers to ensure they comply with regulations. These programs coordinate on applications, investigations, and enforcement cases related to scrap tires. In addition, the TCEQ Small Business and Local Government Assistance Program offers resources specifically tailored to help small businesses and local governments comply with environmental regulations. This program works with the Scrap Tire Program to assist applicants with the scrap tire registration process.

While the TCEQ is the primary state agency regulating scrap tires, other state agencies and local authorities are invested in proper management and uses of scrap tires. The Texas Department of Transportation (TxDOT) is researching the widespread application of rubber modified asphalt on Texas roadways. TxDOT currently allows pavement application with crumb rubber in the form of seal coats or chip seals, hot mix asphalt pavements, and crack sealer. Expanding application of rubber modified asphalt would create new markets for scrap tires and could result in less tires being disposed of in landfills.

As part of the scrap tire application process, local governments are notified of registration applications for scrap tire facilities, storage sites, and LRPUs. This provides an opportunity for applicants to address local governments concerns before a final action is taken on an application. In addition to state regulations, some cities, such as the City of Houston, have enacted local ordinances to reduce illegal dumping of scrap tires. Local ordinances in conjunction with state-level programs are implemented to ensure the proper handling and disposal of scrap tires throughout the state.

Industry leaders provide valuable insights about practical applications and best management practices as new technologies for using scrap tires emerge. Whether working with industry organizations, such as the U.S. Tire Manufacturing Association, or national governmental groups like the U.S. Scrap Tire Workgroup, it is important for Texas to have a role in these partnerships. By staying informed on national issues, new technologies can be implemented to address scrap tires in Texas.

Scrap tire management regulations under 30 TAC Chapter 328, Subchapter F have not been extensively reviewed since 2012. The Scrap Tire Program will coordinate with other TCEQ programs, local governments, and stakeholders to identify improvements to the existing regulations. Changes to scrap tire regulations may be necessary to account for new technologies, improve the registration process, and address issues not captured under the current regulations.

### **Goals for Developing and Coordinating Partnerships**

- *Enhance coordination with TCEQ programs on the registration process, investigations, and enforcement actions.*
- *Facilitate communication with scrap tire handlers, new technologies, and state and local agencies.*
- *Identify avenues to host a scrap tire conference in Texas to promote communication between scrap tire handlers, leaders in new technologies, governmental entities, and national organizations.*
- *Coordinate with TCEQ programs, local governments, and stakeholders to identify potential changes to scrap tire management regulations under 30 TAC Chapter 328, Subchapter F.*

## **Resources for the Public and Local Governments**

Resources and information for the public are available on the used and scrap tire management web page at [www.tceq.texas.gov/tires/tires](http://www.tceq.texas.gov/tires/tires). A list of registered scrap tire generators, transporters, storage sites, scrap tire facilities, and LRPUs is maintained on the scrap tire web page. Individuals can use the list to find local transporters or end-use facilities, if they need to remove used or scrap tires from private property. The TCEQ does not have a dedicated scrap tire fund available for tire removal or disposal from private property.

The web page also includes resources for individuals or businesses interested in registering as a scrap tire handler. Downloadable scrap tire registration applications, a copy of the scrap tire manifest, a list of general requirements and exemptions, and links to regulations are maintained on the web page.

The public may report improper handling of used or scrap tires, illegal dumping, and unauthorized tire sites. The scrap tire web page provides links to contact TCEQ regional offices and to file a complaint online. In some cases, the TCEQ regional office will partner with local county or city authorities to investigate a scrap tire-related complaint.

Local governments may be able to use funds from the TCEQ Regional Solid Waste Grants Program to address local scrap tire issues. The program provides grants to regional councils of governments (COGs) to fund solid waste management activities and various local and regional projects that help implement solid waste management plans. The COGs award pass-through grant funds to local governments for activities such as litter and illegal dumping cleanup, source reduction and recycling, creating citizens' collection stations, household hazardous waste management, and other waste-related projects, including tire collection events and scrap tire cleanups in rights-of-way. Over fiscal years 2016 and 2017, 19 COGs used a total of \$357,895 of grant funds to collect 775,500 tires throughout Texas. Local governments interested in learning more about pass-through grant funds to address scrap tire issues should contact their regional COG.

In some cases, local governments may be able to use funds for TCEQ Supplemental Environmental Projects (SEPs). SEPs are environmentally beneficial projects that a respondent agrees to undertake in settlement of an enforcement action. Dollars directed to TCEQ-approved environmental projects may be used to offset assessed penalties in enforcement actions. SEP funds are not a grant. A small amount of funds is used for tire-site cleanup each year. More information on TCEQ SEP can be found by contacting the SEP Program or visiting <https://www.tceq.texas.gov/compliance/enforcement/sep>.

### ***Goals for Providing Resources to the Public and Local Governments***

- *Develop a Frequently Asked Questions for the public and publish it on the scrap tire management web page.*
- *Develop educational materials about proper tire disposal for state and local governments to use.*
- *Coordinate with local governments and COGs to address local scrap tire issues.*

## **Conclusion**

The TCEQ will use this document each fiscal year to plan and implement activities to help achieve identified goals. Some projects may be continuous, while others will have defined milestones and final products. In 2025, the plan will be updated to include successes, lessons learned, and goals for the next five years.

# Summary of Goals for the Scrap Tire Program

---

## Annual Reporting

---

Identify methods to increase rate of annual reporting by transporters, scrap tire facilities, and storage sites.

Determine appropriate uses of existing rules to suspend or revoke registrations for transporters, scrap tire facilities, and storage sites that do not submit annual activity reports for multiple consecutive years.

---

## Registered Scrap Tire Generators

---

Identify available options for suspending or revoking registrations for generators who did not respond to the Scrap Tire Program's status request.

Continue to record responses and update information in the scrap tire database.

---

## Reducing Known Unauthorized Tire Sites

---

Create scoring criteria to identify critical unauthorized tire sites and make criteria publicly available.

Promote tires from unauthorized sites as a resource to energy recovery facilities, recyclers, and crumb rubber manufacturers.

Develop a tracking system for abatement efforts that include end-uses other than landfill disposal.

Continue coordination with state and local abatement efforts.

---

## Developing and Coordinating Partnerships

---

Enhance coordination with TCEQ programs on the registration process, investigations, and enforcement actions.

Facilitate communication with scrap tire handlers, new technologies, and state and local agencies.

Identify avenues to host a scrap tire conference in Texas to promote communication between scrap tire handlers, leaders in new technologies, governmental entities, and national organizations.

Coordinate with TCEQ programs, local governments, and stakeholders to identify potential changes to scrap tire management regulations under 30 TAC Chapter 328, Subchapter F.

---

## Providing Resources to the Public and Local Governments

---

Develop a Frequently Asked Questions for the public and publish it on the scrap tire management web page.

Develop educational materials about proper tire disposal for state and local governments to use.

Coordinate with local governments and COGs to address local scrap tire issues.

---