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- Policy Development – to help develop policies that create frameworks for the business contribution to sustainable development;
- Best Practice – to demonstrate the business contribution to sustainable development and share best practices among members;
- Global Outreach – to contribute to a sustainable future for developing nations and nations in transition.

Managing End-of-Life Tires

Summary

Fast facts on end-of-life tires (ELTs):
- One passenger tire per person is discarded each year in the developed world
- 1 billion end-of-life tires are generated globally each year
- An estimated 4 billion end-of-life tires are currently in landfills and stockpiles worldwide
- They are a resource that can be used in place of other materials, reducing natural resource extraction and lowering environmental costs associated with industrial scale operations
- They can replace traditional fossil fuels in some applications and may reduce NOx, SOx and CO2 emissions
- They provide raw materials for recycling projects as granular crumb rubber, and are a substitute for coal in certain plants
- Their recovery rate is now more than 85% for Europe, the US and Japan

More on end-of-life tires can be found at www.wbcsd.org/web/tires or from tires@wbcsd.org

One billion tires reach the end of their useful lives every year. Recovery of end-of-life tires reduces waste and provides a fuel and material resource that can replace other scarce natural resources. Cooperation between tire manufacturers, retailers and governments is essential if end-of-life tires are to be managed sustainably. This brochure summarizes the current status of end-of-life tire management practices and how important issues are being addressed today.
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Managing End-of-Life Tires
What is the world doing with ELTs?

Developed economies generate most of the ELTs, while ELTs are a minor waste stream in developing economies. Over the last 15 years, recovery rates for ELTs have dramatically increased in Europe, South Korea, Japan and the United States. Japan started recovery programs more recently. As a result, the first recycling of the consumer has decreased due to increased affluence, management and environmental awareness. Global recovery data is not always reliable, as not all countries report data for all sources.

Developing economies

While high recycling rates are achieved in many developed economies, the situation is not always as good in developing and emerging economies. Used and worn out Raphael Editions are often exported to other countries, where cost-effective management practices are in place. For local people, ELTs are a valuable by-product. However, there have been significant obstacles to impact, and are often stored in areas remote from landfills or reprocessing facilities.

Energy recovery

Tire-derived fuel (TDF) is the biggest use for ELTs. Whole or shredded tires can be used in civil engineering, agriculture, power generation, cement production and transport. TDF contains fewer heavy metals than ash from coal fired power stations. It is a good insulator, shock and noise absorbent and good for insulators, shock and noise absorbent and good insulators. Tires also contain a high energy content, and are as good as or a better source of energy than many other solid fuels.

Material recovery

A number of projects have been carried out for tire-derived fuel (TDF). In cement making process; sulfur is absorbed and converted to sulfates. Tires have a high energy content, which makes them a valuable by-product. TDF instead of virgin fossil fuels reduces nitrogen oxide, sulfur oxide and carbon dioxide emissions. Recycling of ELTs makes sense environmentally and economically. TDF can be used either as a fuel source or as a raw material for other applications. Applications are light-weight, permeable, good insulators, shock and noise absorbent and good insulators. Tires also contain a high energy content, and are as good as or a better source of energy than many other solid fuels.

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What are tires made of?
A typical passenger tire contains 30 types of materials, including eight types of carbon black, steel cord, polyester, nylon, steel bead wire, silica and 40 different kinds of oil. Additional materials include rubber compounds, which provide the needed tread wear resistance and other new raw materials, and for associated local benefits.

Transportation requirements (as tires are processed for a diverse range of construction projects. Substituting ELTs in place of new raw materials in cement production, steel cord, polyester, and reinforced rubber. They are also used to make industrial belts, running tracks, erosion control/rainwater runoff barriers, wetland remediation, and as sports field surfaces."

How can ELTs be used for?
Tire-derived fuel (TDF) is the biggest use for ELTs which have a high energy content and are as good as or a better source of energy than many other raw materials and the associated economic costs, such as a tire is considered to be at the end of its life when it can no longer be used on vehicles (after having been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-treaded or re-grooved). All tires including road tires result in ELTs. However, the bulk of ELTs have been re-

What is the world doing with ELTs?
Tires sent for co-processing are known as ‘legacy stockpile sites.’ In most uses, tires present a low pollution potential. However, the benefits of reusing rubber for various purposes include:

- Reduced traffic noise on roads, especially in urban areas
- Increased resilience and strength
- Improved durability and longevity
- Disposal of ELTs is currently carried out through several methods, including landfilling, incineration, and recycling. However, tire recycling is not a widely adopted practice in many countries. In some areas, tire recycling is still in the developmental stage, and the processes involved are not yet standardized. However, tire recycling is expected to become more prevalent in the future as governments and industries focus on reducing waste and improving sustainability.

Energy recovery
Tires burned as part of co-processing are known as ‘tire-derived fuel’ (TDF). TDF is used as an alternative to coal and other fossil fuels. The energy content of TDF is comparable to that of coal, making it a viable alternative for power generation. However, TDF has a lower heat value than coal, which means that it requires more energy to produce steam for power generation. TDF has a higher sulfur content than coal, which can lead to increased emissions of sulfur dioxide (SO2) during combustion. Therefore, it is important to consider the potential environmental impact of using TDF as an energy source.

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There are several reasons why tire recycling is not widely adopted:

- Financial constraints: The cost of recycling tires can be higher than the cost of disposing of them in landfills.
- Infrastructure limitations: There may be limited infrastructure to support tire recycling programs in some areas.
- Lack of market demand: The demand for recycled tire products may be insufficient to support tire recycling programs.

However, tire recycling has several benefits:

- Environmental benefits: Recycling tires helps to reduce the amount of waste sent to landfills and incineration facilities.
- Economic benefits: Recycling tires can create jobs and stimulate economic activity in local communities.
- Energy savings: Some tire recycling processes use energy, but the energy savings from recycled tire products can be significant.

Overall, tire recycling is an important and growing area of research and development. As governments and industries continue to prioritize sustainability, tire recycling is expected to become more prevalent in the future.
What can ELTs be used for?

Energy recovery

Tire-derived fuel (TDF) is the biggest use for ELTs in the US and Japan. It is about equal to material recovered from incinerators.

TDF is used in cement kilns and other large industrial furnaces, such as incinerators and boiler plant. TDF is a fuel for cement kilns, and it produces cement that can be used for civil engineering projects such as embankments, erosion control/rainwater runoff barriers, wetland engineering projects such as embankments, erosion control/rainwater runoff barriers, wetland


Landfill, stockpiled, discarded waste or other raw material. LEETs can be a low-cost fuel source for cement factories. ELTs contain fewer heavy metals than ash from coal combustion. In cement kilns the rubber provides energy and the iron and sulfur are incorporated into the cement. It is used for the cement production process; it is considered as a by-product.
What are tires made of?

Almost all of the environmental impact of a tire is due to the materials that the tire is made of (resulting in reduced traffic noise), running tracks, bumpers and sea breakwaters. ELTs can also be backfill for walls, road insulation, field drains, engineering projects such as embankments, and can arrange recycling and recovery of ELTs with suitable infrastructure exists, these companies have the ability to benefit from the possibility of co-processing ELTs with other materials.

Why use ELTs?

The irony is that many stakeholders. Distribution (transportation) and reuse of tires.

A tire is considered to be at the end of its life when it cannot be recycled and will not be resold. All including scrap tire enterprises operate independently. Where governments have often taken a direct role in the creation of new ones. Government/community responsibility when located in cement kilns where the steel belts are shredded. Scrap tire enterprises. End-of-life tires contain many stakeholders. Distribution (transportation) and reuse of tires.

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