

Cost of cleaning up dumped tyres jumps 41%

- **New report finds ratepayers paying an average clean-up cost of \$31 per tyre, days after a federal parliamentary inquiry called for national rules that would help stamp out tyre dumping**
- **Australians paying twice for dumped tyres as clean-up bill nears \$9 million**
- **Eight in ten Australians say ratepayers should not be footing the bill**

The cost of cleaning up an illegally dumped tyre has jumped 41% in two years, leaving local councils and state land managers with an almost \$9 million annual bill, a new national report has found.

The report, *Illegal dumping of end-of-life tyres: costs to local governments and land managers*, was prepared by Blue Environment for Tyre Stewardship Australia (TSA). It found councils paid an average of \$31 to recover each dumped tyre in 2024–25, up from \$22 in 2022–23. That pushed the annual council clean-up bill from \$6.5 million to \$7.5 million. State land managers spent a further \$1.3 million clearing tyres from national parks, forests and roadsides.

"Australians are paying for tyre disposal twice: once at the tyre shop, and again through their rates when a rogue operator dumps those tyres in the bush," said Lina Goodman, CEO of TSA.

"Every dumped tyre is now costing communities more than it ever has. That's money that should be fixing roads, maintaining parks and funding sports facilities, and instead it's being spent cleaning up after waste criminals."

The findings come just days after the House of Representatives Standing Committee on Industry, Innovation and Science tabled its report, *When the Rubber Hits the Road*, into the Australian tyre industry.

More than one third of all submissions to the inquiry came from local government, with councils sharing first-hand what dumped tyres are costing their communities in clean-up bills, fire risk and damage to land and waterways.

Several of the Committee's 12 recommendations can go to the heart of the dumping problem:

- **Closing the loopholes dumpers use:** a nationally harmonised framework for end-of-life tyres, with consistent storage, transport and processing requirements and consistent landfill and disposal controls, so rogue operators can no longer exploit differences between metropolitan and regional areas (Recommendation 1).
Making everyone in the supply chain accountable: consideration of a transition to a mandatory national tyre product stewardship scheme, requiring manufacturers, importers, retailers and recyclers to share responsibility for tyres across their life, leaving no room for collectors and retailers who take a fee and then dump tyres (Recommendation 6).
- **Tackling dumping where it costs most:** dedicated, ongoing funding for collection, storage and processing infrastructure in regional, rural and remote areas, where councils pay up to \$43 to clean up each dumped tyre (Recommendation 8).

"The Committee has confirmed what councils have been telling us for years," Ms Goodman said. "Inconsistent rules and gaps in a voluntary system create the opportunities that rogue collectors and retailers exploit. The end result is tyres in creeks, under bridges and in national parks, and ratepayers are left with the bill. Consistent national rules would shut down these opportunities."

Australians are fed up with footing the bill

National consumer research commissioned by TSA and conducted by YouGov shows the community is well aware of the problem, and wants it fixed. Of 1,051 Australian vehicle owners surveyed:

- **80%** agree local councils should not have to use ratepayer money to clean up illegally dumped tyres
- **87%** want penalties for illegal tyre dumping increased
- **91%** support national rules requiring all used tyres to be properly collected and recycled
- **92%** say the tyre industry should take greater responsibility for ensuring tyres are properly recycled
- **One in three** have seen or heard about tyres illegally dumped in their own community in the past 12 months
- **Only 43%** are confident used tyres in Australia are disposed of responsibly

"Consumers and small businesses are sick and tired of doing the heavy lifting," Ms Goodman said. "Motorists pay a disposal fee in good faith. Responsible retailers pay accredited tyre collectors and recyclers to do the right thing. Then rogue operators undercut them, dump the tyres, and ratepayers pay all over again. Australians are clearly telling us that isn't fair."

The one bright spot: recovered tyres are going to better places

The encouraging news from the report is that when councils do recover dumped tyres, more are going to operators focused on legitimate resource recovery.

"Councils are working hard to do the right thing with the tyres they can afford to recover, and accredited tyre collectors and recyclers are making that possible," Ms Goodman said.

"Recycling businesses across the country are making substantial investments in industry-leading technology and infrastructure to ensure that end-of-life tyres are managed responsibly. The system works when legitimate operators are involved at every step.

"The frustration is that rogue operators are undermining all this good work at the front end, dumping tyres that were destined for recycling and forcing ratepayers to fund their recovery all over again. It is also unfortunate that the behaviour of rogue operators and retailers can undermine consumer confidence in the system, when so many Australian recyclers are committed to and passionate about delivering world-class resource recovery outcomes."

What consumers can do now

- Choose a TSA Accredited tyre retailer, so your old tyres go to legitimate collectors and recyclers. Visit [My Tyres My Choice](#) to find a TSA Accredited retailer near you:
- Report dumped tyres through the [Snap Send Solve](#) app or to your local council.

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Background on Tyre Stewardship Australia:

Australia's tyre product steward was established in 2014 to implement the national and voluntary Tyre Product Stewardship Scheme (TPSS) – an ACCC-authorised industry framework to reduce the environmental, health and safety impacts of the 72 million Equivalent Passenger Units (EPUs) which reach their end of life in Australia each year.

TSA's mission is to maximise the circular value of the resources in used tyres, and its vision is of a circular economy for tyres that contribute to a sustainable society. It works all along the tyre supply chain to minimise waste and increase value for government, industry, businesses, and consumers, by:

1. Accrediting and monitoring compliance of TPSS participants – now 1,700 and counting, including tyre manufacturers, retailers, collectors, and recyclers who are committed to sustainable and responsible practices.
2. Working with levy contributors to invest in market development initiatives – over \$12 million invested to date, including:
 - Research and development.
 - Commercialising new and productive uses for used tyres, transforming a waste product into a valuable commodity, creating new industries and jobs, and reducing the environmental harm caused by illegal tyre dumping.
3. Providing a range of ESG tools and services for use by government, industry, research and development, and consumers, including:
 - Foreign End Market Verification (FEMV) platform – the only global platform that verifies Australian-generated end-of-life-tyres are not causing environmental or social harm at their final destination.
 - Sustainable Outcomes Indicator – a star rating system which drives and promotes best practice operations and the development and use of tyre-derived materials and products in the Australian market.

Notes to editors

The report details how quickly a single incident can blow out:

- **Isla Gorge National Park, Queensland:** \$130,000 and a 130-tonne crane to retrieve 166 tyres from a ravine (\$783 per tyre). No offender was identified.
- **Kinglake National Park, Victoria:** about \$108,000 to remove 2,693 tyres from three sites (\$40 per tyre). A six-month investigation produced no prosecution.
- **Tarneit, Victoria:** a single dump of about 50 tyres cost Wyndham City Council an estimated \$5,000 (\$100 per tyre). The offender was fined \$2,035.

What it costs councils in each state and territory, 2024–25

Jurisdiction	Council clean-up cost	Cost per tyre
New South Wales	\$2,095,000	\$33
Victoria	\$1,900,000	\$29
Queensland	\$1,611,000	\$34
Western Australia	\$916,000	\$27
South Australia	\$579,000	\$27
Tasmania	\$209,000	\$32
ACT	\$104,000	\$29
Northern Territory	\$98,000	\$43
Australia	\$7,513,000	\$31

Regional councils pay the highest price

Regional councils pay the highest clean up fees at \$43 per tyre, well above the \$27 paid by urban councils, because of the high cost of haulage to the nearest recycler. While rural councils are paying a lower amount per tyre than regional councils, largely because they cannot afford the cost of transport to a recycling facility. As a result, they are stockpiling recovered tyres and deferring the clean-up bill.

Council type	Clean-up cost	Cost per tyre	Number of tyres cleaned up
Urban	\$2,289,000	\$27	85,000
Urban fringe	\$2,736,000	\$30	93,000
Regional	\$1,266,000	\$43	30,000
Rural	\$1,223,000	\$32	38,000
Australia	\$7,513,000	\$31	245,000