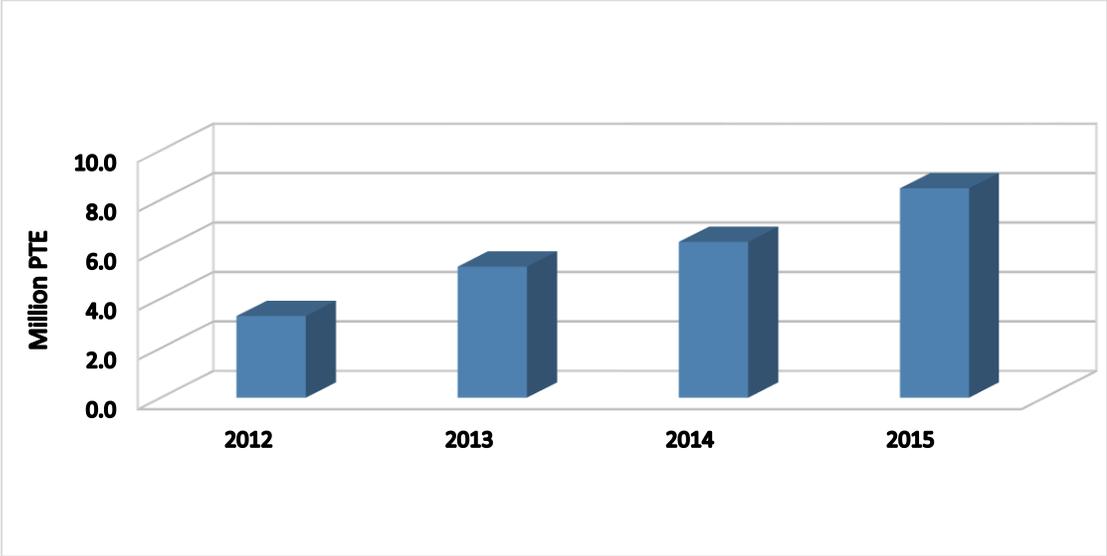


Disposal

As shown in Figure 3, waste tire disposal increased by 35 percent in 2015 compared to 2014, from 6.3 million PTEs to 8.5 million PTEs, the highest reported amount since 2011 and more than 250 percent higher than the all-time low of 3.3 million in 2012. It should be noted that an additional 456,000 imported PTEs were disposed in California landfills in 2015, based on a pro-rating of flows from processors reporting they imported a share of their tire supplies from out-of-state sources. (See the following “Imports and Exports” section for more details.)

Figure 3
Four-Year Trend in Total California Waste Tire Disposal (Million PTEs)



As in the last two years, one factor leading to higher disposal in 2015 was declining export volumes. When exports decline and there are not profitable, attractive market alternatives, some processors tend to dispose an increased portion of their tires. Generally, tire disposal occurs when processors or haulers view it as the most profitable alternative compared to other market options, given their location and distance to alternative facilities, current pricing, their business model, and related considerations. In 2016 there is the potential for a decline in disposal, given projections for increases in California tires used in crumb rubber, civil engineering, and export market segments.

Imports and Exports

Used Tire Imports and Exports

Used tires that have been culled and graded depending on their type and quality have long been a staple export from California and other U.S. states. As was discussed in the “Reuse” section of this report, in 2015 an estimated 0.7 million PTEs of California tires were exported for reuse, 60 percent less than the quantity previously estimated for