

Environment Committee JOINT FAVORABLE REPORT

Bill No.: HB-5017

AN ACT CONCERNING PARTICIPATION IN THE TIRE STEWARDSHIP

Title: PROGRAM BY TIRE RETAILERS

Vote Date: 2/28/2025

Vote Action: Joint Favorable Substitute

PH Date: 3/01/2025

File No.:

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SPONSORS OF BILL:

ENVIRONMENT COMMITTEE

CO-SPONORS:

Rep. Joseph P. Gresko, 121ST Dist.

Rep. Patricia A. Dillion, 92ND Dist.

Rep. Hector Arzeno, 151ST Dist.

Rep. Mary M. Mushinsky, 85th Dist.

REASONS FOR BILL:

Connecticut was the first state to establish a tire stewardship program which would establish that retailers be required to drop off their tires to designated drop off areas. Although this bill was enacted in good spirit there was a loophole that was created where a retailer did not have to participate in this program which incentivized said loophole. Instead of retailers taking tires from residents for free and disposing and recycling of them properly, retailers instead would make a quick buck off residents and then illegally dump tires in forests and along streams and rivers. HB-5017 looks to end this loophole which will ensure tires are being recycled properly and ethically along with the new practice being cost free to residents.

Substitute Language LCO 5590

Changed language to identify participating retailers in accordance with subsection (g) of section 22a-905i of the general statutes.

RESPONSE FROM ADMINISTRATION/AGENCY:

[Katie S. Dykes, Commissioner, Connecticut Department of Energy & Environmental Protection](#)

Katie S. Dykes is in favor of HB-5017 as the current language for CGS 22a-905i holds that the tire stewardship program is a voluntary program which enables a loophole incentivizing illegal tire dumping. Katie believe tire retailers should be mandated to join said program which includes free tire drop offs to designated areas in an attempt to thwart illegal dumping. Katie suggests that there should be minor changes to HB-5017 to make sure the loophole gets closed.

NATURE AND SOURCES OF SUPPORT:

David Aldridge, Executive Director, Southeastern Connecticut Regional Resources Recovery Authority

In support of HB-5017 as they believe tire retailers should not litter their tires and it is only right if they are held accountable for fair disposal and recycling practices. Southeastern Connecticut Regional Resources Recovery Authority believes that this will free up landfills and dumping sites which will support a better flowing economy. Despite support, there are reservations held as retailers should only be allowed to dump their tires in their respective municipalities. There is belief that if retailers dropped tires off to outside municipalities, there could be risk of "overwhelming the existing infrastructure".

Laura Cahn, Chair, New Haven Environmental Advisory Council

Supports HB-5017 as illegal tire dumping costs money to remove, impact landscapes and contaminates surrounding water, soil, and air.

Scott Cassel, Chief Executive Officer/Founder, Product Stewardship Institute

In support of HB-5017 as the Product Stewardship Institute is a national policy expert who partners with various companies, environmental groups, academia and international governments. PSI cites that there are tire companies who charge their customers for tire disposal which would be a practice eliminated by joining the tire stewardship program. Although PSI supports the bill, there are several recommendations to make the bill stronger. (1) Remove defining language for tire-derived fuel, (2) include brand owners in the definition of producers, (3) enact a stakeholder committee, (4) requiring participators of tire stewardship program to inform tire retailers of program, (5) provide consumer reports, (6) add Right of Private Action to enable enforcement of the program.

Jennifer A. Heaton-Jones, Executive Director, Housatonic Resources Recovery Authority

Supports HB-5017 which will mandate tire retailers to join the tire stewardship program. HRR also believes that there should be a requirement to have a "manifest tracking system" which would create a timeline for tire disposals.

Sean Moore, Senior Director, head of Government Relations, U.S. Tire Manufacturers Association

U.S. Tire Manufacturers Association does not take a position on HB-5017 although they do provide an update on their experience and efforts to make sure that the program stays successful along with addressing challenges that have raised.

The Following Organizations support HB-5017 to close a loophole in Tire Stewardship Program

Connor Yakaitis, Deputy Director, Connecticut League of Conservation Voters

Rhea Drozdenko, River Steward, Connecticut River Conservancy

Marc Gonzalez, Program Coordinator, Conservation Law Foundation

Samuel S. Gold, Executive Director, Lower Connecticut River Valley Council of Governments

Mathew S. Knickerbocker, Town Administrator Chairman, HRRRA

20 residents sent in testimony in support of HB-5017

NATURE AND SOURCES OF OPPOSITION:

Roy Littlefield IV, Vice president of Government Affairs, Tire Industry Association

Opposes HB-5017 as enacting the bill would disrupt the current tire recycling market, especially the ones who follow the rules. TIA understands that tires cannot be dumped off wherever one so pleases but they believe that the new stewardship program will not solve the problem instead, it will only create a mandate that will "harm the tire recycling market". Not only will this disrupt the current market and affect the players who abide by the rules, but it will also result in residents having to pay more for their tires when they are bought. TIA believes that instead of implementing a new program, the focus should be shifted to expanding on the current legislation in order to thwart illegally disposed tires.

Tim Phelan, President, Connecticut Retail Network

Opposes HB-5017 as retailers should not be forced to join a "state-created system" which is not a business-friendly approach. There is belief that businesses will lose money and the bill will fail to reimburse retailers for the service they provide. CRN suggests that a stewardship that may work for other products such as mattresses may not work for tires. CRN says that by implementing this program there is no guarantee that tire dumping will stop despite it becoming illegal. Not only may tire dumping not stop but there is no way to know if there is proper space for a tire amount which has no predictions. CRN raises other concerns as well regarding if repair shops and dealerships will be able to take part in the program and if so where will they have to bring their tires. CRN believes that section 3 sends a chilling message by saying a business will be forced to close which is believed to be unnecessary and it should be removed.

Katie Maguire, Executive Director, New England Tire and Service Association

Opposes HB-5017, as NETSA believes it is an attack to the tire market. NETSA also states it would put an end to currently existing "private-sector recycling system" which will thwart competition and institute a bureaucratic system, add strain to small businesses, reduce competition which will help corporations and raise costs for consumers which could limit offered services.

Reported by: Joshua Dontigney

Date: 3/18/25

