



**PUBLIC**  
CONSULTATION

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**16 DEC 2021**

# **Ngā waeture tiaki rawa kua takoto i konei: Ngā taea me ngā pūhiko kaitā**

## **Proposed product stewardship regulations: Tyres and large batteries**

**Tukuna mai ō whakaaro mō ngā waeture e takoto nei**  
Have your say on the proposed regulations



Ministry for the  
**Environment**  
*Manatū Mō Te Taiao*



**Te Kāwanatanga o Aotearoa**  
New Zealand Government

# New Zealanders care about waste

## Ka whai whakaaro a Aotearoa ki āna tukunga para

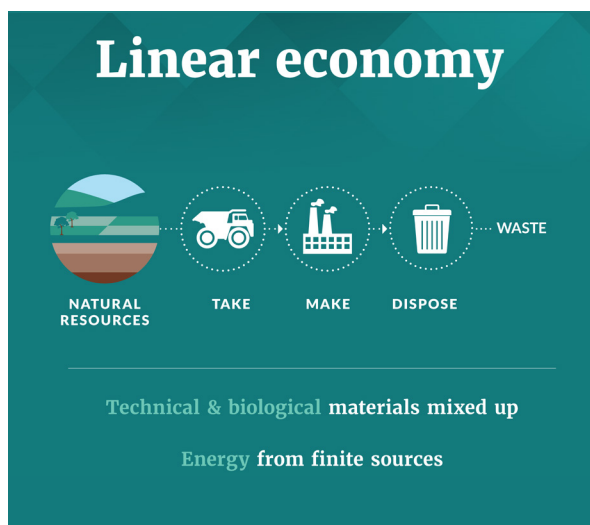
Waste is one of the greatest challenges of our time. We use too much, waste too much, and pollute too much – and this has negative impacts on the environment. Aotearoa New Zealand is one of the highest generators of waste per person in the world, and the amount of waste we create is increasing.

We are now making the transition from a linear economy (take-make-dispose) to a circular economy (make-use-return). Regulated product stewardship is a key tool to make this transition.

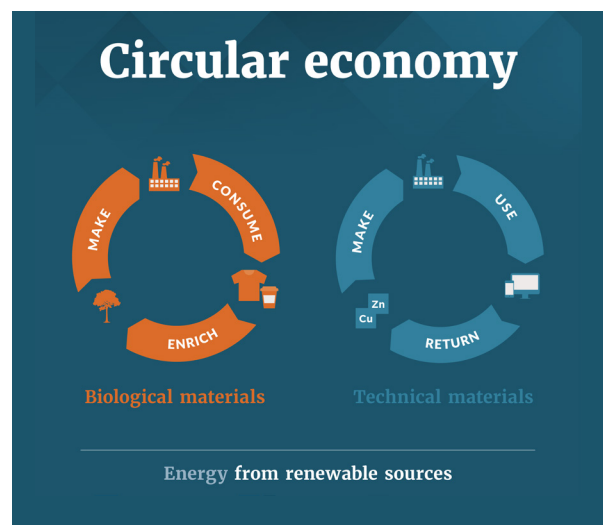
Ko te para tētahi o ngā raru nui o tēnei wā. He nui rawa tā tātou whakamahi, tā tātou mōumou, tā tātou tuku hoki i te parakino – ka mutu, ka noho ko te taiao te papa. Ko Aotearoa tētahi o ngā whenua kaha i te ao ki te tuku para ā-tangata takitahi nei, ka mutu, e kaha haere ana, e kaha haere ana.

Ināianei, kei te neke atu tātou i tētahi taiōhanga e ahutahi ana (tango-waihanga-tuku) ki tētahi e āmio ana (waihanga-whakamahi-whakahoki). Mā ngā waeture tiaki rawa e tutuki ai tēnei panonitanga.

### Our current economy:



### Our future economy might look something like:





**Product stewardship means people and businesses take responsibility for the lifecycle of their products, either voluntarily or in response to regulatory tools.**

Currently, producers do not have to participate in or financially contribute to schemes. End-of-life product management costs largely fall on communities, councils, and the environment. Voluntary schemes have lower product recovery rates than regulated schemes, where all industry must participate.

Regulated product stewardship schemes can level the playing field and support the shift to a circular economy by:

- ensuring all producers, importers, and retailers of a priority product play their part in a scheme
- requiring schemes to provide free waste product collection to encourage reuse and renewal.

**In July 2020, the Government opened the door to regulated product stewardship schemes by declaring six products as priority products under the Waste Minimisation Act (WMA).**

## The six products are:

	tyres
	electrical and electronic products (e-waste, including large batteries)
	agricultural chemicals and their containers
	farm plastics
	refrigerants
	plastic packaging

Once a product is declared a priority, a stewardship scheme must be developed and accredited for that product. Regulation can be made to require producers, importers and retailers to comply with an accredited scheme for that priority product.

We are ready to take the next step with tyres and large batteries (electric vehicle and stationary storage batteries) and seek your views on the proposals for regulation.

Kua rite mātou ki te panoni i te huarahi mō ngā taera me ngā pūhiko kaitā (pūhiko waka-hiko, whakarōau-hiko hoki), ki te kimi hoki i ō koutou whakaaro mō ngā waeture e whakatakotoria ana.

# The challenge

## Te wero



## Tyres

### Ngā taea

Every year around 6.5 million tyres are imported into New Zealand, and when they reach their end of life, only 30 per cent are exported, recycled or used for other purposes such as silage weights on farms. The rest are sent to landfill, illegally dumped, left in storage or stockpiled. Stored tyres pose a risk of fire, toxic emissions, and leaching.

If New Zealand can use its bank of end-of-life tyres as a valuable resource, instead of seeing them as waste to discard, both the environment and the economy will benefit. Tyres are converted into a range of products overseas, and contain significant stored energy (more than coal, with lower carbon emissions). However, the New Zealand market for end-of-life tyre products is not yet mature.

### Tyre stewardship scheme

The Tyrewise multi-stakeholder working group designed a scheme to promote environmentally-sound waste management for end-of-life tyres.

Tyrewise is designed as a push-pull model. Regulations will **push** end of life tyres away from landfill, stockpiling and illegal dumping. Incentive payments for reuse and recycling services will **pull** tyres to environmentally-sound disposal pathways.

A summary of the scheme is in appendix 1 of the [consultation document](#), and the detailed design is available on the [Tyrewise website](#).

# The challenge

## Te wero



## Large batteries

### Pūhiko kaitā

Large batteries include batteries used in electric and hybrid vehicles and stationary storage for local use such as solar power and off-grid systems and utilities.

Transitioning to a low-carbon economy requires major increases in renewable energy and electric vehicles – and both require large batteries. It's estimated approximately 84,000 large batteries could reach end of use by 2030, primarily driven by the adoption of EVs – up from an estimated 1,000 in 2020. If large batteries end up in the landfill or illegally dumped, they will release toxins, such as heavy metals, into the environment.

We need to take action now before large batteries become a significant burden on councils, communities and our environment.

### Large battery stewardship scheme

The Battery Industry Group (B.I.G.) and the Waste Management Institute of New Zealand (WasteMINZ) developed a large battery scheme through a co-design process with a wide range of stakeholders. This scheme is designed to keep large batteries in use for as long as possible including through second-life uses such as storage for electric charging stations and solar energy systems, and recycling of components at end of life.

A summary of the scheme is in appendix 2 of the [consultation document](#), and the detailed co-design reports are available on the [B.I.G. website](#).

# What are we proposing?

## He aha tā mātou e whakatakoto nei?

The Government proposes regulations to support effective implementation of priority product stewardship schemes under the Waste Minimisation Act (WMA).

REGULATION	RATIONALE
<b>Participation obligation (WMA 22 (1)(a))</b>	
Prohibit the sale of a priority product, except in accordance with an accredited scheme under section 22(1)(a) of the WMA. This means producers, sellers and distributors of tyres or large batteries would be required by law to act in accordance with an accredited scheme for that product to place the goods on the New Zealand market.	Without this regulation, participation in an accredited scheme is not enforceable. This regulation will establish a level playing field for industry, and ensure producers take responsibility for mitigating the environmental impacts of the products.
<b>Product stewardship fee (WMA 23(1)(d))</b>	
Recover Ministry for the Environment monitoring costs from the scheme manager.	Fees charged at point of disposal discourage people from using legitimate disposal services. Fees charged on import will cover the end-of-life product management costs, and make collection services free-of-charge to the public.
<b>Scheme monitoring cost-recovery (WMA 22(1)(e))</b>	
Recover Ministry for the Environment monitoring costs from the scheme manager.	Without this regulation, costs to monitor a scheme would be paid by the general taxpayer rather than the priority product supply chain.
<b>Information provision (WMA 23(1)(i))</b>	
Set requirements for product stewardship organisations (PSOs), importers and retailers to provide specified information to the Ministry relating to regulations under 23(1)(a) through (e).	The Government requires information to monitor and enforce stewardship requirements.
<b>Quality standards (WMA 23(1)(g) and (h))</b>	
Set quality standards for tyres and large batteries to ensure that best practice is followed for managing priority products to prevent harm.	Many priority products, such as large batteries, are hazardous and require specialist management by trained people. This standard would reduce the risk of harm to the environment and human health.
<b>Take-back service (WMA 23(1)(c))</b>	
Require the PSO to provide a free and convenient product collection service.	The Government can set enforceable expectations for service delivery, and the PSO can use cost-effective ways to meet these expectations.
<b>Targets (WMA 23(1)(c))</b>	
Set product collection and recycling targets for accredited schemes.	Targets would enable the Government to set enforceable expectations for service delivery and ensure that the public and priority product sector have access to enough collection services.

## Reducing environmental harm from tyres and large batteries Te whakaiti i te tūkinotanga o te taiao i ngā taea me ngā pūhiko kaitā

We expect that these proposals would reduce environmental harm from end-of-life tyres and large batteries and encourage reuse and recycling, in line with international schemes with comparable policies.

Accredited schemes will be designed to reduce environmental harm, and all of industry must participate and follow safe stewardship standards designed to minimise harm. The free collection and treatment service funded by the proposed product stewardship fee will discourage people from illegally dumping products.



### Have your say Tukuna mai ō whakaaro

We want to hear your views on the proposed regulations for tyres and large batteries, and understand your perspective on the possible impacts of these proposals.

For full details on the proposals, the problems we are trying to solve and the options we considered, please read the full consultation document:

<https://environment.govt.nz/publications/rps-tyres-batteries-consultation-document>

#### Three ways to make a submission:

**Online:** <https://consult.environment.govt.nz>

**Email your submission to:** [rps@mfe.govt.nz](mailto:rps@mfe.govt.nz)

#### Post a submission to:

Regulated product stewardship team,  
Ministry for the Environment,  
PO Box 10362, Wellington, 6143, New Zealand

**Submissions close at 5pm on 16 December 2021.**



### What happens next? He aha kei tua?

This consultation starts on 4 November 2021 and closes on 16 December 2021.

The Government will take public feedback into consideration and will announce decisions on regulations for tyres and large batteries in 2022.

We will then consult on the remaining priority products in stages in 2022 and 2023, starting with farm waste (agricultural chemicals and farm plastics) and refrigerants. Timing of consultation on regulations for wider e-waste and plastic packaging will depend on outcomes of their respective co-design processes.