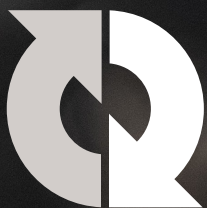


Annual report 2023

30 years with the black gold



Svensk
Däckåtervinning

Foreword

We work with balance. Since 1994.
And now we are celebrating 30 years as a company!

Balance is another way of expressing that we work to align society's need for resources with the planet's renewable capacity. The goal is to create conditions for a long-term sustainable existence where people can meet their needs without it being at the expense of other living being, plants, or future generations. A key aspect of this work is to use the resources we already have for a longer period, preferably with as little modification as possible, but especially in areas where virgin extraction would have significant consequences; efforts in the form of raw materials, energy, and labor, investments, product development, etc. Behind each tyre model lies an enormous work to meet the high demands that both society at large and individuals place on the product. It involves wet grip, dry grip, wear resistance, elasticity, temperature insensitivity within various intervals, surface chemical bonding ability, electrical and thermal insulation, UV resistance, low rolling resistance, durability, etc. These properties are also in demand in other contexts; for instance, people want to be able to fall softly on a playground even in winter, store energy in a house foundation, 3D-print a tow hook cover, or whatever it may be. Only imagination and hard work set the limits for what the tyre can continue to live its life

as. And not only that; through chemical processes such as pyrolysis and devulcanization, and the high energy value, both new raw materials and non-fossil energy can be extracted.

At the start in 1994, the practical focus was to ensure that tyres were not left in the wrong place, despite the ambition to ascend the waste hierarchy. As the tyre collection has developed further and knowledge of recycling processes and markets has increased, so have the opportunities to create new value. In 2023, the step was taken towards our own coordination of the business from collection to marketing and sales of recycled raw material. This laid the foundation for the next 30 years in the history of Swedish Tyre Recycling. A foundation that will enable increased benefits, a more positive environmental impact, and higher economic returns. Our ambition now, as before, is to be a role model in creating both models and strategies as well as concrete actions to support a more sustainable society.

Welcome to Swedish Tyre Recycling 30 years!
Fredrik Ardefors, CEO

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What is Producer Responsibility?

Producer responsibility stems from the idea of the Polluter Pays Principle (PPP). Sweden took an active role during the Rio Conference in 1992 and introduced the idea of national producer responsibility the following year. Those who pollute, in a broad sense, should also be responsible for bearing the costs of managing the impact they have caused on nature and society. During the parliamentary year 1992/93, the government, with Environment Minister Olof Johansson, announced the creation of a recycling delegation to accelerate the development towards a more sustainable society.

"To achieve long-term sustainable development, more efficient resource management is required, including a transition to cyclical material management. The recycling society aims for increased resource efficiency, reduced environmental impact, and the preservation of biological diversity".

In May 1993, a specific proposal was introduced that tyres should be included among the products covered by producer responsibility, and in 1994,

the ordinance of producer responsibility for tyres (1994:1236) was introduced as one of the first in the world.

In preparation for the new legislation, representatives of the current tyre industry organisations DFTF (Tyre, Rim, and Accessory Suppliers Association) and DRF (Tyre Specialists National Association) gathered to discuss how to meet the new state requirements. The solution was the collective system that Swedish Tyre Recycling represents; an organisation responsible for collection, processing, marketing, and reporting in accordance with the requirements of the ordinance.

An organisation that also conducts development and research to increase benefits and reduce environmental impact for a controlled economy. Initially, the service was procured as a whole at a ton price. Costs are covered by recycling fees that all producers, in practice now importers of tyres, are required to pay.

Since the start of collection in January 1995, consumers have been able to hand over end-of-life tyres to the system free of charge, entirely in line with the intentions. Initially, workshops, companies, and private individuals could leave tyres at depots, but soon the system was replaced by free collection at workshops, recycling centres, etc. The only tyres not covered by producer responsibility for tyres today are the original mounted tyres on vehicles under 3,5 tons (mainly cars and small vans) which are instead handled under producer responsibility for cars (ELV directive).

Producer responsibility for electrical and electronic equipment (WEEE), packaging, and cars (ELV) are EU-wide, while tyre producer responsibility is national. Currently, about 20 countries in the EU have introduced such responsibility. In Norway and Finland, producer responsibility for tyres were introduced around the same time as in Sweden, while Denmark has chosen a state system. Germany has chosen not to have producer responsibility but to rely on the "market" to solve the issue of handling end-of-life tyres.

The fundamental idea of producer responsibility is that products should bear the cost of recycling when they are put on the market, and that more recycling-friendly products thus require less surcharge and therefore gain competitive advantage. In practice, however, generic products are so similar that it is difficult to differentiate

between different brands. Today, Sweden has introduced several producer responsibilities, even for balloons. It is worth noting that it is the producers who should bear the cost of producer responsibility, but they often pass on the cost to the next stage, and ultimately, consumers contribute to the system's functionality.

Swedish Tyre Recycling is a non-profit organisation registered as an "SVB company", i.e., with Special Profit Distribution Limitation. All fees that come into the business must therefore be used for the purpose of collecting, processing, and marketing recycled tyre material and related activities. Over the years, a fund has been established with the goal of ensuring the ability to handle all tyres on the market that fall under the organisation's responsibility.

In January 2024, the ordinance on producer responsibility for tyres (2023:133) was updated. In connection with this, Swedish Tyre Recycling was approved by the Swedish Environmental Protection Agency as a continued producer responsibility organisation (PRO) under the new ordinance on producer responsibility for tyres. The new ordinance places higher demands on producer responsibility, which aligns with Swedish Tyre Recycling's new organisation that came into force on January 1, 2023, with the ambitions and investments for increased material recycling.

Objectives for Swedish Tyre Recycling

- **Start lowering recycling fees based on current conditions**
- **Contribute positively on reducing environmental impact and footprints for the entire tyre value chain**
- **Be seen as a leading force and competence within international tyre recycling and national circular economy in general**

Developments up to 2023

1994

Sweden introduced an ordinance on producer responsibility for tyres in 1994. This regulation mandates that manufacturers and importers who place tyres on the Swedish market are responsible for ensuring they are properly managed and recycled once they are worn out. The tyre industry responded to these new requirements by forming Swedish Tyre Recycling.

1995

In January 1995, Swedish Tyre Recycling conducted its first collection of end-of-life tyres. At that time, Ragn-Sells was the main contractor for Swedish Tyre Recycling, responsible for operational management.

2001

Swedish Tyre Recycling co-financed a ph.d student, Tommy Edeskär, in the field of infrastructure applications of recycled tyre material.

2004

Collection stations were closed, and collection was instead carried out directly at workshops and recycling centres.

2007

Tommy Edeskär was awarded his doctorate at Luleå University of Technology.

The Environmental Court of Appeal in Västra Götaland ruled that tyre shreds do not pose an environmental hazard when used as drainage layers. "The use of rubber shreds from discarded car tyres in drainage layers in landfill covers has been considered a recycling procedure as the material replaces natural materials while maintaining functionality without increasing disturbances to human health or the environment."

2014

Lars Åman, who co-founded the organisation, was succeeded by the current CEO of Swedish Tyre Recycling, Fredrik Ardefors.

2010

Swedish Tyre Recycling had collected **1 million tons** of end-of-life tyres since its inception in 1995.

2020

The Swedish Tyre Industry launched version 1 of the white paper "The road to Sustainability in the Swedish Tyre Industry". The white paper provides a detailed description of the tyre industry's systematic work on sustainability throughout the tyre material's lifecycle and beyond, focusing on addressing today's most fundamental sustainability challenges. The book has a broad perspective, from biodiversity to the sustainable use of Earth's resources. Among other things, it describes models for increased material reuse and reduced resource extraction.

2019

The board of Swedish Tyre Recycling initiated an analysis of future recycling alternatives, both nationally and internationally. This analysis laid the groundwork for "Project 2.0", which led Swedish Tyre Recycling to terminate its contract with the traditionally procured main contractor and take the new path as a producer responsibility organisation under its own management.

In 2019, together with Finland, Norway, and the Netherlands, the world's first sustainability label for recycled tyre rubber, CERUB (Circular Economy Rubber), was launched. This traceability system and quality certification ensure a responsible recycling process specifically for recycled tyre rubber. The sustainability label is unique in the recycling world and is a tool for increasing the value of the material and material recycling.

2021

Swedish Tyre Recycling had collected **2 million tons** of end-of-life tyres since its inception 1995.

2023

On 1 January 2023, "Project 2.0" was implemented. Swedish Tyre Recycling transitioned to a new operational model and took on full responsibility for the nation's collection and recycling system for end-of-life tyres. The ambition is to increase material recycling and value of the recycled tyre raw material.

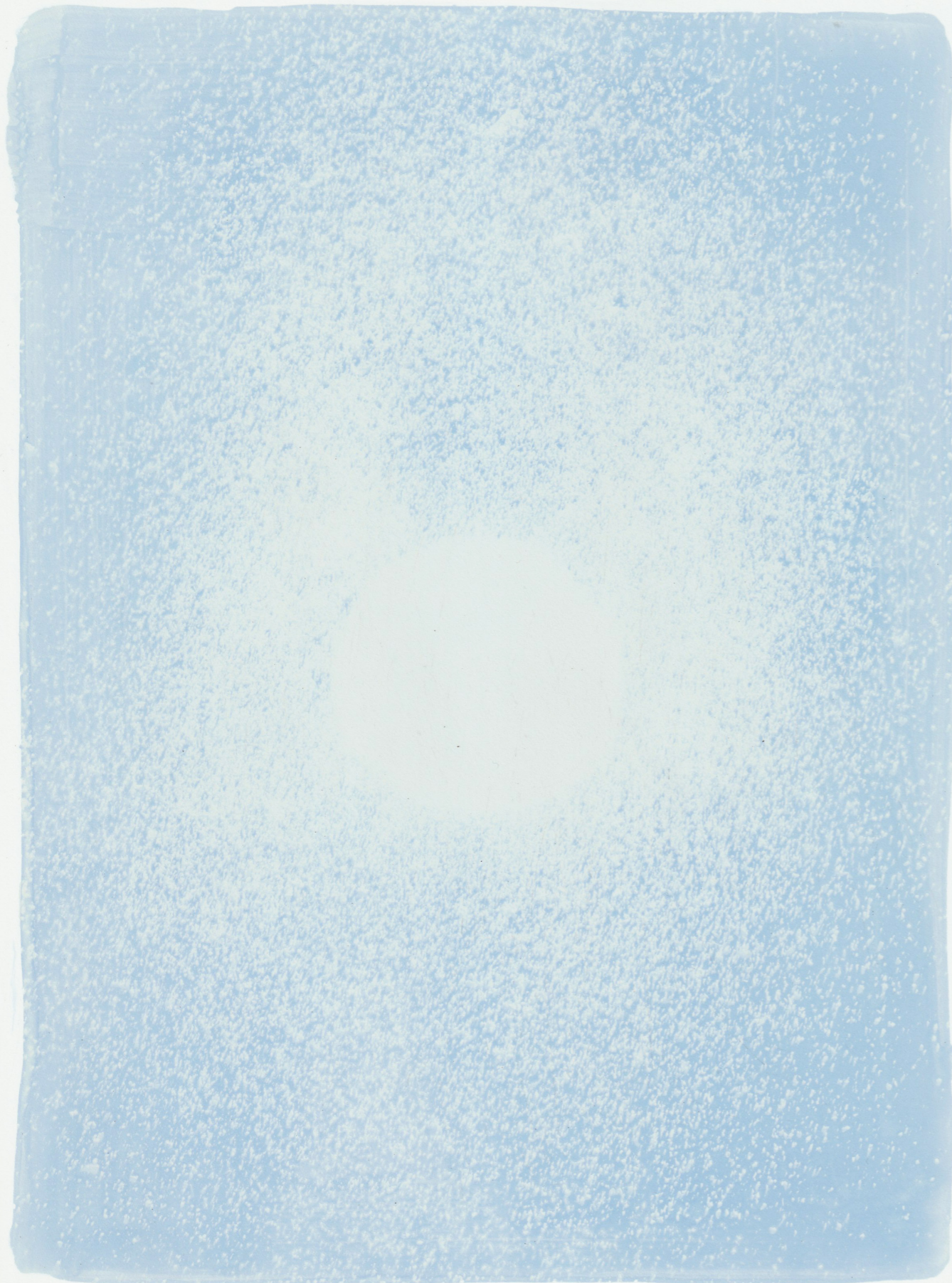
Project 2.0

In 2019, Swedish Tyre Recycling conducted a commercial and environmental analysis of future tyre recycling alternatives. Several parameters had begun to trend unfavourably, with material recycling decreasing when it should have been increasing. This led to the conception of an entirely new type of system where self-governance and regional collaborations were identified as success factors. "Project 2.0" signifies a new direction for the current tyre recycling system under producer responsibility in Sweden. Under this new operational model, Swedish Tyre Recycling, in partnership with regional subcontractors, manages Sweden's collection and recycling system for end-of-life tyres. The new operations were implemented on 1 January 2023, introducing new concept to facilitate sustainable value creation. As part of the operational responsibility, Swedish Tyre Recycling is tasked with

the distribution of the recycled tyre raw material. New recycling facilities have been established throughout Sweden, with the largest located in Linköping, next to Tekniska verken*. The infrastructure for tyre collection has been updated, including new transport procurements and logistics improvements. Tyre workshops, recycling centres, and other tyre handlers can now order tyre collection via mobile or computer using a customised app. This new concept creates numerous opportunities for the industry, not least by demonstrating that it is a serious, creative, and innovative sector with a material that can significantly contribute to a sustainable society. A tyre is not merely a tyre; different types of tyres and different parts of the tyre possess various material properties. Consequently, the number of applications for which the material can be used is surprisingly many and sustainable.

* Tekniska Verken in Linköping (approximately 200 kilometers southwest of Stockholm) are building the world's most resource-efficient region by promoting sustainable development and implementing innovative solutions, that minimize environmental impact and simplify everyday life for our customers. They provide services in the areas of electricity, water, waste, biogas, district heating, broadband and renewable energy, and are owned by the municipality of Linköping.





Artwork: Agnes Widbom, Artist

The artwork interprets tyre recycling by bringing together cyclical movements like the human breath, the sun, and recycled tyre rubber. The process considers the temporal connection between the invention of the tyre and the photogram, also known as sun print, a type of photograph without a camera where an image is created as the light-sensitive liquid darkens to a blue tone where the paper comes into contact with sunlight. With the breath blowing out the rubber granulate in different compositions over the light-sensitive liquid, the shadow of the granulate powder transforms into points of light. When the image is exposed under the sun's varying positions in the sky, a range of shadows and tones are captured. With shifting blue hues and points of light in different compositions that resemble something atmospheric and dynamic, the images aim to create a positive depiction of the tyre recycling process. Through these images, the interpretation of the recycling process seeks to connect the recycled tyre raw material to questions about why we recycle materials. For a cleaner, hence bluer, atmosphere and deeper breaths.

Agnes Widbom (born 1990, Stockholm), is based in San Francisco and explores the relationship between the body and the senses in relation to her surroundings through painting, photography, and video.

For any enquiries, please contact agneswidbom@gmail.com

Swedish Tyre Recycling in a New Form

End-of-life tyres have long been regarded as a waste that merely needs to be managed correctly. Meanwhile, our world suffers from extreme over-extraction of virgin resources, and materials that could offer new benefits are left without further applications, where their hard-earned material properties are not utilised. We need to shift our perspective from problem to solution, from burden to asset, from dull to attractive, and create conditions to extract the value that still exists in the material. This benefits both the environment and the economy. And it is an inspiring, developing, and rewarding endeavour.

Tyre recycling offers many surprises and unexpected opportunities and is, in many ways, a goldmine for innovation. To see something from a different angle, knowledge must also be allocated from a new perspective, and sometimes even multiple perspectives. Therefore, Swedish Tyre Recycling works with new data, emotions,

traceability, innovation, and design. It is about disseminating knowledge and finding new perspectives. Swedish Tyre Recycling has developed a knowledge and innovation portfolio with various platforms, each focusing on different aspects of tyre recycling to cover different parts of the subject. Everything from feeling comfortable and confident using the material to being inspired, curious, and creative. Swedish Tyre Recycling can be seen as the primary entity along with its complementary own platforms. **On the following pages, you will find descriptions of the four platforms: Rubber Hall, ELTRP, CERUB, and Bon Orbit.**

Rubber Hall

Image and Inspiration Platform

Around the world, recycled tyre rubber is used in design and as a construction material, but overall it remains a relatively unknown recycling material. To showcase examples of how this material can be used, the Rubber Hall image and inspiration platform was created. This platform gathers designers who have integrated the recycled tyre raw material into their designs to varying degrees. Rubber Hall displays a variety of finished products made from this versatile material, in areas such as community, architecture, interior design, and fashion. It is a place that invites inspiration, creativity, and engagement with the material from new perspectives. The platform also highlights that many of the material's applications are reflected in our daily lives more naturally than is commonly known.

www.rubberhall.com

Instagram, [@rubberhall](#)

Pinterest, [@rubberhall_](#)

LinkedIn, [@Rubber Hall](#)

Showroom

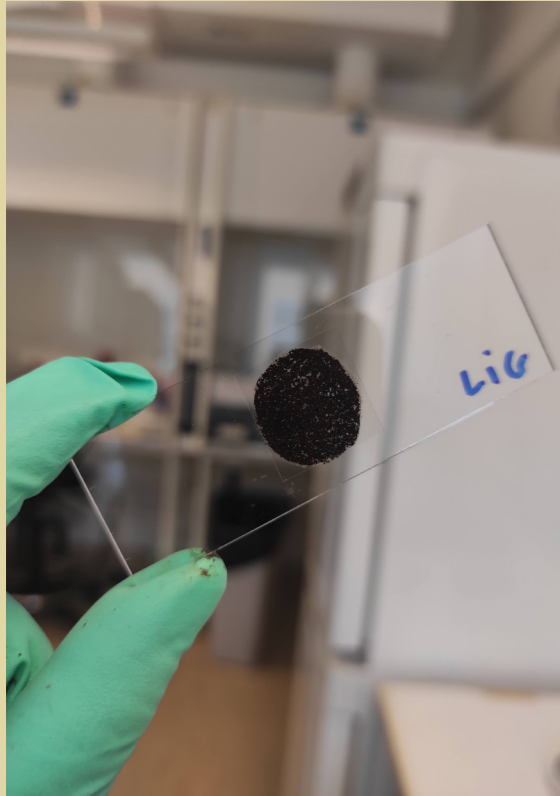
In several locations around Sweden, Rubber Hall is available in physical format as a showroom, open to anyone interested. Here, both raw materials, material samples, and finished products are displayed. Please contact media@sdab.se to book a visit.



Images:

- Shoe, Hugs & Co
- Chair, Slash Objects
- House facade, Bruns Architecture
- 3D-printed stool, EcoRub / True North
- Rubber concrete, True North
- Bench, CAN

Preparation of samples of asphalt binder containing lignin for optical microscope observation



Mix of crumb rubber contained in the samples



Addition of pigments of the mix to color the matrix of the material.

ELTRP

Research Portal on Recycled Tyre Rubber

Recycled tyre rubber is a material surrounded by perceptions and queries regarding both its content and benefits. This is something that the industry and Swedish Tyre Recycling regularly address. It often turns out that these perceptions are based on a lack of information and knowledge, while there has also been no central source with accessible information about the material. Recycled tyre rubber is a well-studied material, but the need for a central research portal has arisen to enable education and dissemination of knowledge about the material. With support from international tyre recycling organisations, Swedish Tyre Recycling has implemented ELTRP (End-of-Life Tyre Research Portal), the world's first international research portal for recycled tyre rubber. ELTRP is community-supportive and open to everyone from academics, authorities, municipalities, and legislators to innovators, entrepreneurs, private individuals, and the media. The research portal is maintained by Swedish Tyre Recycling in collaboration with a sustainability expert who handles incoming reports and, after review, makes them searchable in the system.

Do you have reports and articles about the material that you would like to contribute?

ELTRP welcomes relevant research that can help develop the portal. Please send your contributions to info@eltrp.org.





CERUB

Sustainability Label for Recycled Tyre Rubber

In 2019, the world's first sustainability label for recycled tyre rubber, CERUB (Circular Economy Rubber), was launched. This traceability system and quality certification ensure a responsible recycling process specially for recycled tyre rubber. The sustainability label is unique in the recycling world and is a tool for increasing the value of the material and the recycling process. The CERUB label is applied when the tyre is processed into shreds and granulate, but there is interest in using the label for newly manufactured tyres as well, ensuring the future recycling process.

CERUB brings together tyre manufacturers, recycling companies, producer responsibility organisations, material resellers, product and service providers to ensure a safe and secure circular economy. The label facilitates the use of recycled tyre material and ensures that the entire recycling chain meets the highest standards of health and environmental safety. CERUB also forms the basis and framework for meeting the so-called End-of-Waste criteria. When a tyre is classified as end-of-life, it becomes waste, and to use the material as a new raw material, one must go through this formal End-of-Waste process demonstrating traceability, content, and documentation, which the CERUB label provides. CERUB is an initiative of the four producer responsibility organisations in Sweden, Finland, Norway, and the Netherlands, with the ambition to be applied in several countries worldwide.

www.cerub.org



Bon Orbit

Raw material supplier

Bon Orbit is a raw material supplier and a subsidiary of Swedish Tyre Recycling, working closely with customers' operations to contribute to their value creation. Materials are sorted, customised, and tested based on the properties that customers demand. Tyres are not just tyres; depending on the type of tyre and which part of the tyre is used, different materials and properties can be extracted. This is what makes tyre rubber unique in many ways, a material that is perfectly suited for **Repurposed Performance**. A specialised raw material supplier, Bon Orbit, produces unique rubber fractions with desired properties for specific applications.

The materials – rubber, steel, and textiles – that Bon Orbit markets have qualities and properties that can enhance functionality and performance in various applications. These can range from integrating the material into everyday products and functional surfaces to construction materials. Bon Orbit delivers an existing material as a new raw material, providing the same sustainable function as other materials while helping the planet balance the current over-extraction of new materials.

www.bonorbit.com

Coming Autumn 2024

Image: In a tyre, there is also steel that is extracted during the tyre processing, which is also used in recycled form.

Looking Ahead

What will happen in the next 30 years for the tyre recycling in Sweden? "Time will tell" is one answer, but another is offered by the author Neil Gaiman:

"I do not know what will happen, but I do know that it will be interesting".

- **Tyres will evolve to incorporate new materials and designs.** What does this mean? It means there will be more diverse processes for recycling to separate different materials.
- **Producer demands will become more individualised** as different manufacturers may want to reclaim their specific tyres for retreading, additional tread depth printing, or material recycling. Producers may also want to direct the recycling of their tyre volumes or their specific tyres.
- **Requirements for traceability and documentation?** These will also increase for the use of recycled material, as will environmental regulations. Meanwhile, society, through legislation or public procurement, will demand that new products contain a higher proportion of recycled material.
- **Will demand for recycled materials increase?** Demand will be driven partly by these requirements, but also by the advancement of chemical recycling processes such as pyrolysis. The chemical composition of tyres will develop, and substances that could be problematic will be phased out.
- **Success factors?** Key success factors for future tyre recycling include the ability to identify, sort, and recycle different parts of tyres based on their various material contents.



- **What will contracts, ownership, and profiling look like?** The ability to offer long-term contractual relationships will be crucial for investment in new processes. Ownership of the tyre raw material thus becomes key: from collection to delivery to a customer who wants to use the recycled material. The ability to identify and market to customers' value-creation needs will be essential knowledge. Profiling as a new raw material (rubber, steel, textile) will dominate over simply stating the collection of end-of-life tyres.
- **Will collaboration develop?** Small countries and regions will collaborate more to offer customers the right volume of the right mix of tyres at the right time. Collaboration with tyre manufacturers will deepen to optimise material knowledge and processes, etc. The recycled tyre raw material will contribute positively and compensate for negative environmental impacts from the tyre's value chain from raw rubber to manufacturing, use, and end-of-life.
- **Tyre recycling will be crucial component of the country's preparedness for crisis and war,** given that we do not have any domestic tyre manufacturing. Ongoing inventory of the needs and availability of tyres for key vehicles is a natural part of the operation.

The above considerations have been developed by the management team at Swedish Tyre Recycling. Whether they are right or wrong, we do not know. But we are quite sure that the wheel, with the tyre, which in many ways is one of humanity's most significant inventions, will renew its position as a circular prerequisite for modern society. Just as Gaiman points out, we cannot predict the future, but it will certainly be interesting to see how it unfolds.

Swedish Tyre Recycling is ready and invites you to join this journey!

Artwork: Agnes Widbom, Artist

50% recycled granulate powder, cherry stone charcoal, and water.

Agnes Widbom (born 1990, Stockholm), is based in San Francisco and explores the relationship between the body and the senses in relation to her surroundings through painting, photography, and video.

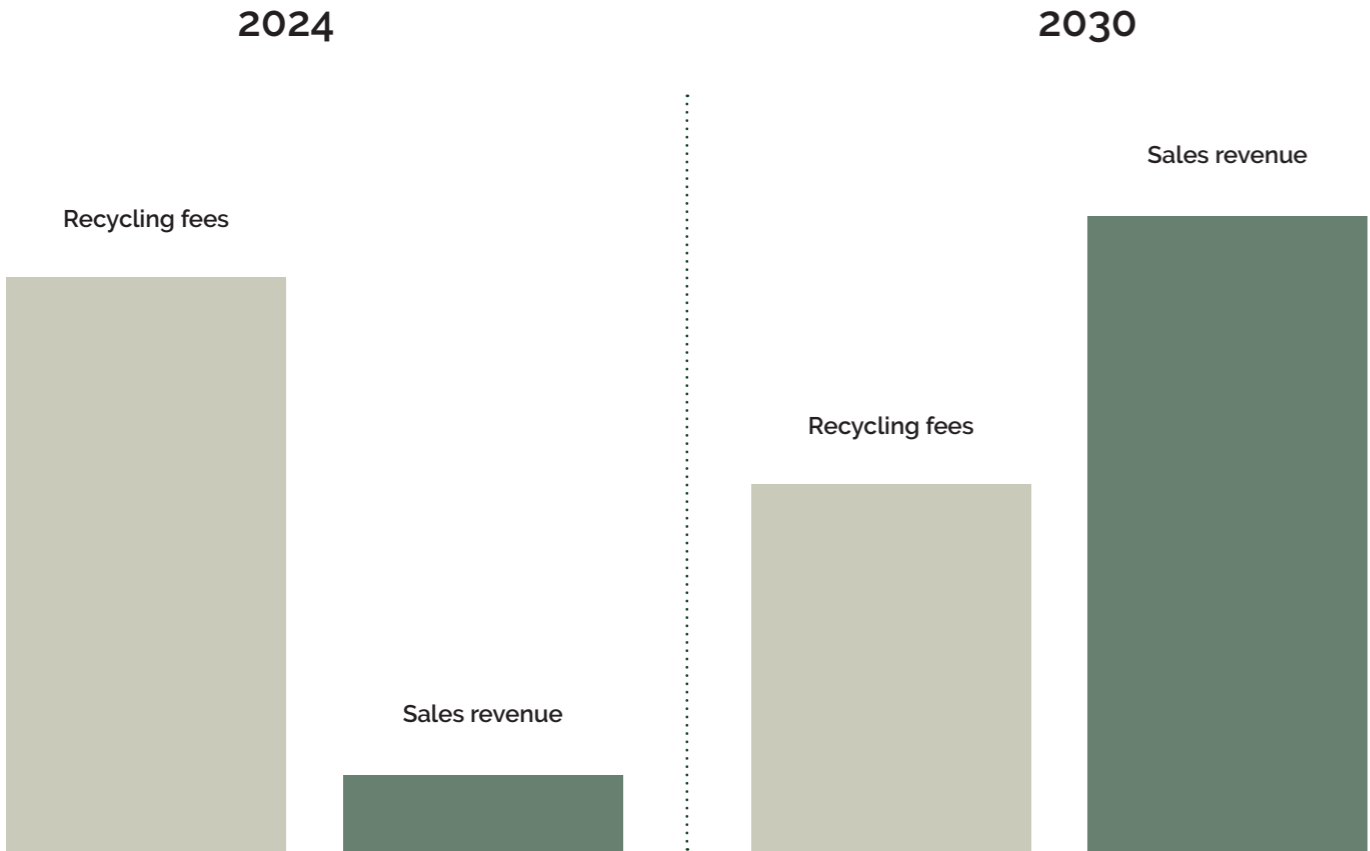
For any enquiries, please contact agneswidbom@gmail.com

Swedish Tyre Recycling 2030

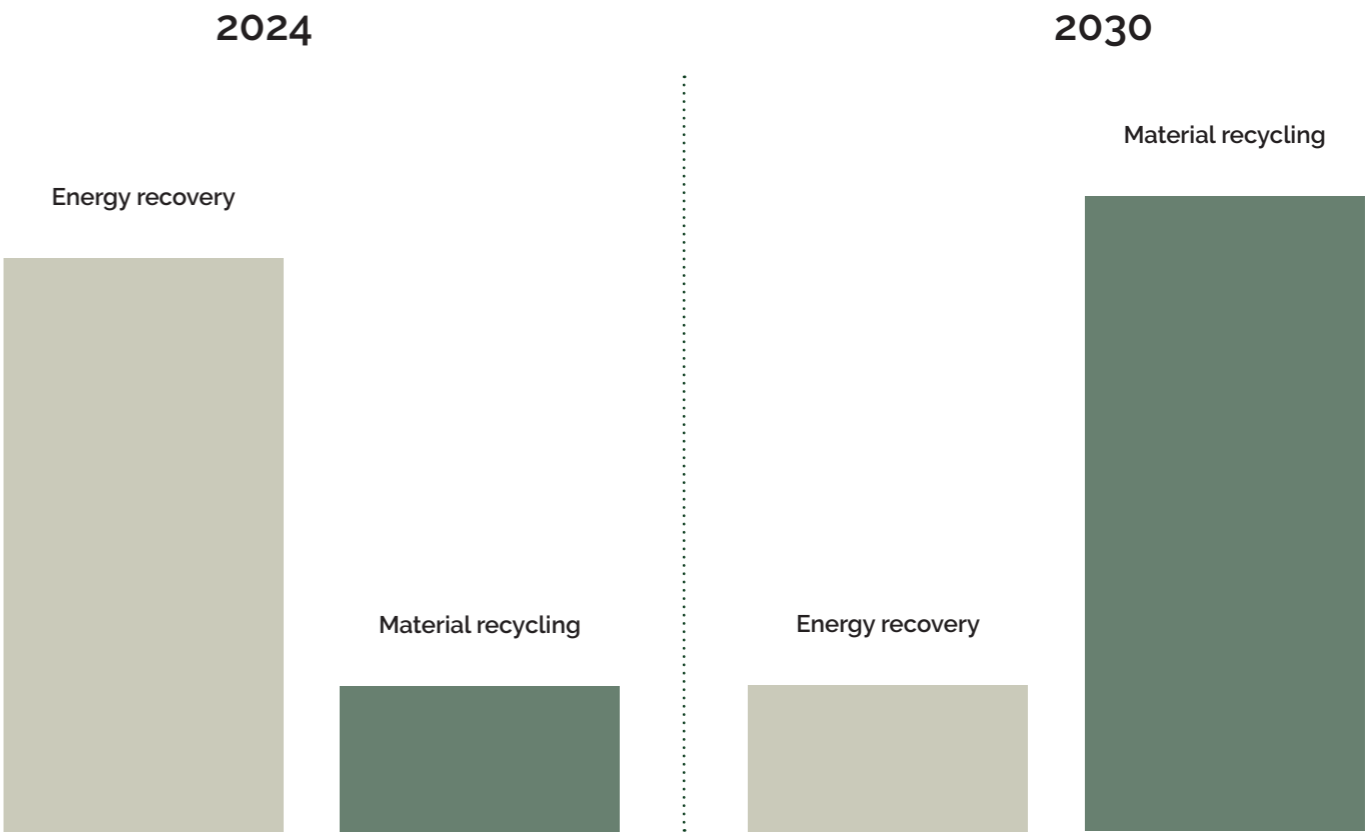
We are raising the bar! Our goal is to contribute to a more positive environmental impact and a more balanced economy for tyre recycling within five years. By increasing value creation for customers who use our recycled material, the value of the material will rise.

At the same time, we apply the good recycling models presented in the White Paper on Sustainability. The goal is to help reduce the overall environmental impact throughout the tyre's life-cycle, from raw material through manufacturing and use, and ultimately move towards a totally positive footprint.

Financial objectives



Circularity objectives



Recycling Facts

Swedish Tyre Recycling Association ("SDAB") is an approved producer responsibility organisation for tyres in accordance with the ordinance (2023:133) on producer responsibility for tyres. Since 1995, Swedish Tyre Recycling has organised the collection and recycling of tyres under producer responsibility. The collection and recycling system is financed through recycling fees paid by the importer to Swedish Tyre Recycling. Swedish Tyre Recycling, in turn, uses the recycling fees to fund the free collection and recycling of end-of-life tyres from tyre workshops and other tyre handlers. After the importer pays the recycling fees to Swedish Tyre Recycling, these are often passed on by the distributor, who in turn charges the consumer, meaning the consumer takes their environmental responsibility by paying a recycling fee when purchasing new tyres.

The amount of end-of-life tyres collected by Swedish Tyre Recycling's subcontractors on behalf of the company in 2023 was 84,808 tons, compared to 91,771 tons in 2022. The reduced amount of tyres collected during

the year reflects the decreased tyre sales during the year, which in turn reduced the number of returned end-of-life tyres to collection points. 12,786 collections were carried out in 2023. The number of affiliated collection points as of the end of December 2023 was 4,702. The collection points consist mainly of affiliated tyre workshops and car workshops, but also include municipality recycling centres and some other actors who handle tyres without engaging in tyre sales.

The amount of end-of-life tyres recycled in 2023 was 80,566 tons, compared to 100,761 tons in 2022. 20,914 tons of recycled amount of tyres in 2023 consisted of stored tyres that Swedish Tyre Recycling's previous main contractor had left at the end of the previous year. These tyres went almost exclusively to the cement industry. The total stock of collected end-of-life tyres, both processed and unprocessed, at the end of 2023 was just under 22,800 tons.

Sales to various recycling alternatives are detailed in the table below (tons):

Recycling Category	2020	2021	2022	2023
Export of whole tyres	982	1040	689	349
Material recycling for blast mats	7290	8639	5978	3477
Material recycling for granulate	883	161	27	0
Other material recycling	13608	11800	18418	12684
Energy recovery	20427	18135	23210	22029
Energy recovery in cement industry	35053	29344	45473	35514
Material replacement	6331	11233	6967	6514
Total recycled	84574	80348	100761	80566

Customer Categories

In recent years, Swedish Tyre Recycling has noticed a great interest in its material from various pyrolysis actors. Pyrolysis is a process where tyre material, under high heat and without oxygen, is decomposed into carbon black, oil, steel, and gas. The resulting components can then be used for both energy recovery and material recycling. Swedish Tyre Recycling has entered into binding delivery agreements for tyre raw material with several pyrolysis actors and has also entered into letters of intent for delivery to additional actors. The first deliveries took place in 2023, and this is reflected in the breakdown of tyre material sales by customer type.

Sales by customer type in 2023 are detailed in the table below:

Customer Category	Number of tons
Tyre resellers	349
Blast mat manufacturers	3477
Steel recyclers	1486
Pyrolysis operators	1722
Heating plants	20308
Cement industry	46712
Construction and engineering industry	6514
Total	80566

Key Events 2023

QUARTER 1

Swedish Tyre Recycling transitioned from previously employing a main contractor responsible for operational management to coordinating Sweden's collection and recycling system for end-of-life tyres independently, in collaboration with regional subcontractors. Alongside this new operation, a customised tyre collection application was developed and implemented simultaneously with the transition. Representatives from Swedish Tyre Recycling also attended the Auto-mässan in Gothenburg, where the new tyre collection app was promoted.

QUARTER 2

Swedish Tyre Recycling was invited to give a presentation on recycled tyre raw material and the new initiative at Nordic Expo Sustainability, held at the Älvsjömässan in Stockholm. In collaboration with Kantar SIFO, a survey on tyre recycling was conducted to gain better insight into public knowledge about tyre recycling and recycled tyre raw material. During the spring, Swedish Tyre Recycling traditionally released its annual report, which that year had the theme "Tyres and Innovation". Swedish Tyre Recycling's main facility also received its environmental permit, allowing the facility to commence full operations. For the second consecutive year, Swedish Tyre Recycling was nominated for the Recircle Awards in the category "Best EPR Scheme".

QUARTER 3

The autumn began with the grand opening of the main facility in Linköping. The grand opening was held over two days, one for international guests and one for national guests. The Governor of Östergötland and the Mayor of Linköping Municipality attended and gave speeches at the event. During the grand opening, Bon Orbit, a raw material supplier and subsidiary of Swedish Tyre Recycling, was also introduced. The autumn also saw the development of the creative concept Art of Recycling, where Swedish Tyre Recycling invites artists, designers, and creatives to interpret tyre recycling. Illustrator Johanna Tham was the first to be invited and created six different sketches with various interpretations related to tyre recycling based on three themes: Circular, Graphic, and Landscape.

QUARTER 4

Swedish Tyre Recycling was invited to Halifax, Canada, to present at an industry event organised by TRAC (Tire and Rubber Association of Canada). The event had approximately 200 attendees, and Swedish Tyre Recycling's presentation on the theme "New Perspectives in Tyre Recycling" resulted in many positive reactions, expanded networks, and new collaborations. During this period, the world's first research portal for recycled tyre rubber, ELTRP (End-of-Life Tyre Research Portal), initiated by Swedish Tyre Recycling, was also launched. Swedish Tyre Recycling was nominated for the Swedish Recycling Gala in the category "Waste Handler of the Year". The Recycling Gala is an annual event organised by the Swedish magazine Recycling. The Swedish Rubber Technical Association invited Swedish Tyre Recycling to its annual meeting to discuss the new concept, followed by a visit to the main facility in Linköping. In October, Swedish Tyre Recycling was approved by the Swedish Environmental Protection Agency as a continued producer responsibility organisation (PRO) under the new ordinance on producer responsibility for tyres, which came into effect in January 2024.

Contact

Please get in touch Swedish Tyre Recycling whether it concerns tyre collection, material properties, or tyre recycling in general. We are here to answer all types of questions about tyre recycling, no matter the scale.

Customer Service (tyre collection)

Tel: + 46 8 50 23 90 20

Email: kundtjanst@sdab.se

Other Enquiries

Tel: + 46 8 50 60 10 55

Email: info@sdab.se

Interested in Purchasing Material?

Contact Peter Selemark, Sales Manager, Bon Orbit

Tel: + 46 70 552 86 36

Email: peter.selemark@sdab.se

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sdab.se



**Svensk
Däckåtervinning**

About Swedish Tyre Recycling Association

Since 1994, Swedish Tyre Recycling Association ("SDAB") has been a non-dividend recycling company that, under the ordinance on producer responsibility for tyres (2023:133), organises the collection and recycling of approximately 90,000 tons of tyres that are annually discarded in Sweden. To achieve sustainable management of our tyres, we have, starting in 2023, together with regional partners, established a unique and world-leading recycling organisation aimed at increasing material recycling, creating opportunities for new applications, and enhancing the value of recycled tyre raw material. In this work, Swedish Tyre Recycling aims to contribute with knowledge and curiosity about recycled tyre rubber and to develop a recycling organisation that inspires creativity and innovation. Learn more at sdab.se.